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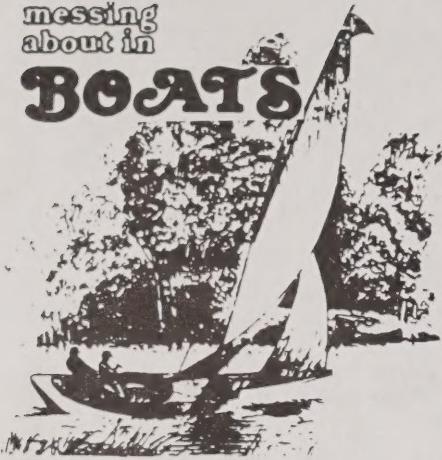
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February 1, 1995



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Our Next Issue...

Will include a couple of on-the-water adventure tales to help sustain hope that a new season is really on its way. Bill Rutherford tells of summer vacation family fun under sail on the Maine Island Trail in "Two Cats on Muscongus Bay", and Jim Thayer ruefully reports on a minimally supported small boat gathering in Colorado in the "Kokapelli Meet". And to really get into this mindset we'll begin a four part cruising tale from Ted Davis, "Adventures of Vaga".

Design stuff will include Bill Robinson's essay on dreaming up his own small cruising sailboat in "Pilgrimage of the Anchorite"; reviews of two designs from their builders' literature; "The Original Fin Boat" by Harry Bryan, and Compass Classic Yacht's modern version of the classic "Baybird" sloop; two views of two big (long) power sharpies from Bernie Wolfard's Common Sense Boats; and Phil Bolger's "23' Outboard Utility".

Projects presented include Carl Chamberlin's "Nuf...a Featherweight Dory"; Hugh Ware's "Fireman to Tugboat Captain", and "Second Generation Tug"; "Five Classics Restored" from the Museum of Yachting; "A Modified Stitch & Glue Wee Lassie" from Gil Cramer; "Cranky Canoe" from Bob Sparks; and "A Half-scale B.N. Morris Canoe" from the Ross Brothers.

On the Cover...

Another Barry Donahue rowing photo so evocative of the pleasures of this sport shows some of the Cape Cod Vikings Rowing Club enjoying a spring outing on Pleasant Bay in Orleans, Massachusetts, out on the elbow of Cape Cod. More of Barry's great photos appear on the center-spread in this issue.

Commentary...

The topic of trying to preserve and present knowledge of bygone maritime history through restoration or new building of traditional historic vessels and boats was again brought to mind when I attended our local Traditional Small Craft Club's monthly meeting in early January. It featured a presentation by the National Park Service's Salem National Maritime Historic Site located in historic (what else, since 1624) Salem, Massachusetts. Our club usually meets in the oldest maritime related museum in the nation, the Peabody-Essex Museum, but for this event we went across the street to the Park Service's new Interpretive Center which arose from the ashes of a burned out National Guard Armory.

About 50 of us sat in the luxurious new auditorium to hear earnest explanations of the plans to build a 108' replica of an early Salem merchant ship, the *Friendship*. She will become a waterfront display artifact intended to enhance the otherwise totally landward oriented site based on the original custom house that served the merchants of Salem in post-Revolutionary War times. The original wharf built in the late 1700's still juts out into Salem harbor about a quarter of a mile, but now it is just a long barren granite and gravel road to nowhere, all the old buildings that once crowded upon it are long gone. It doesn't look anything like it did in Salem's heyday. *Friendship* is a \$5 million and change effort to refocus the public view on the waterfront itself.

We were told that the Salem Site is the first such National Maritime Park to be established, back in 1938, prior to today's more famous San Francisco National Maritime Historic Site. This reminded me of the controversy raging in the ship preservation world over what's not going on at the San Francisco site, where a number of original old vessels collected for preservation are deteriorating from neglect. No money for what is needed. But \$5 million for Salem now to build a new replica.

When the naval architects chosen by the Park Service to design *Friendship* began to tell us about the process they went through and the resulting decisions taken about actual construction, I grew disenchanted. *Friendship* was chosen because she was quite well documented for a ship of her type and time, including a 12' model of her in the Peabody-Essex Museum said to have been built by the 1st mate and ship's carpenter on one of her trips to the Orient. Several paintings of her also exist, and the general nature of the construction of such ships of that era is understood today. After much painstaking research into the probable construction of the original *Friendship*, it was finally determined to build the replica out of wood, but by cold molding, laminating and epoxy encapsulating.

Well, this is a decision governed by the economics of long term maintenance of the vessel, and really had little to do with any sort of historical authenticity, despite the exhaustive research into that subject. As the description of how she was to be built went on it became to me a sort of facade concept. Wherever the public

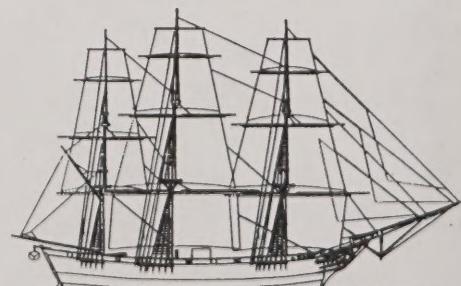
would be allowed to view her, she would look like the real thing. The laminated hull would have its exterior layer aligned as planking, as would the decks. The laminated frames, totally unlike the originals, would be hidden behind the interior ceilings wherever the public would have access for viewing. And nobody would get to see below the 'tween decks anyway, to where the big diesels, generators, electronics and such modern appurtenances would dwell in separate watertight compartments..

All this subterfuge is to mask the realities of today's Coast Guard requirements for any ship intended to carry passengers for hire. *Friendship* will be doing this, along with sail training too, we were told. So all that modern safety stuff that bedevils the proprietors of Maine's dude schooner fleet apply to *Friendship*. She will be a modern version of a very old design type, a bit like those "replicas" that are foisted off onto old car buffs who don't know any better today as being "classics" without the hassles of owning the real thing.

I have to recognize that *Friendship* is not being built to satisfy any maritime history enthusiasts who value authenticity. She is to be a part of a display, a sort of Potemkin Village, intended to give the tourist public some visual grasp of what it was like here at this historic port in its early days of glory. As such she will probably be successful, for she will be a \$5 million sort of 3-D picture on a large scale of a colonial era merchant ship docked at the remains of the real colonial era wharf opposite the carefully recreated custom house. The custom house is, of course, the original building shell, but it is up to modern building codes in its wiring, plumbing and fire protection you can be sure. Another facade.

What's the matter with you, Hicks? Why this thing about historic authenticity when you know it's not safe nor affordable? Well, I am dismayed with the phoniness. The only historic site I have visited that "seemed" to be an attempt at authenticity is Plimoth Plantation in Plymouth, Massachusetts. But even there I may have been hoodwinked by its truly persuasive realism. It's probably just not possible for scholarly reconstruction today of historic places or artifacts to a high degree of authenticity so I should just accept reality.

FRIENDSHIP





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Contributed by Tom Shaw

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Your Tax Dollars at Work

This is a true story, and this is a story with a happy ending. It is a story of organization, of efficiency and of your tax dollars at work. The particular issue happens to be boating safety, but the larger issue is a branch of the government doing, and doing well, those things it was established to do.

Here is what happened. I was on a routine pollution patrol as a member of the Coast Guard Auxiliary when a boater hailed me. "Please check Daymark #6", he said. "It is missing."

He was almost right. The daymark, a large red plywood triangle on the top of a 6" piling, was not missing but it had been knocked down by a vessel that had strayed off course. Not only was there no visible "aid to navigation", but the debris floating in the water was a definite hazard. Incidentally, the vessel that had knocked down the navigation aid failed to do its legal duty and report what had happened.

The situation called for a prompt radio report to the Wrightsville Beach Coast Guard Station. Since this particular daymark was not in their "area of responsibility", they contacted Coast Guard Group Ft. Macon. Ft. Macon immediately called "Auxiliary Vessel 551", my boat, for confirmation and specific details. They then turned the problem over to Coast Guard

Station Oak Island and put out a "Security" message warning boaters of the problem.

At this point some fifteen minutes had passed since the first report. Within another five minutes a Coast Guard boat was on the way. Within an hour that boat had called the Buoy Tender *Blackberry* to send a truck with a replacement buoy and three 150 pound anchors to a nearby wildlife ramp, had cut the floating debris free and had it safely in tow to that ramp.

By eleven fifteen, two hours after the initial report, I monitored a radio message from the Coast Guard workboat to Oak Island that the replacement buoy was in place and they were headed back to the station.

Here was organization, efficiency and concern for the public safety...your tax dollars at work. It made me, as a taxpayer, feel pretty good.

Like all government agencies, today's Coast Guard is operating with a severely limited budget and that translates into fewer people to do the work. At the same time, there is more and more work to be done. While the replacement of this aid to navigation was going on, there were three other "cases" being worked by the two local stations. Next time you see a boat with the distinctive orange "racing stripe" of the Coast Guard, give them a friendly

wave. Better still, go aboard one of the cutters when she has "open house" or visit the local Coast Guard station and get to know these young men and women who work so hard for us all.

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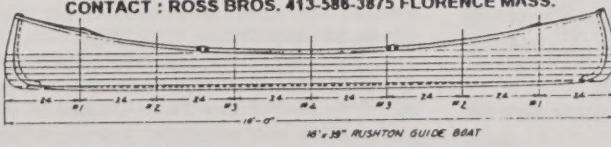
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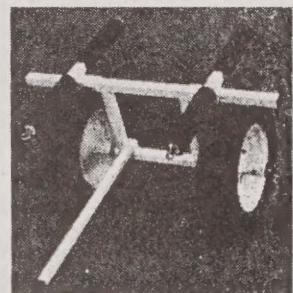
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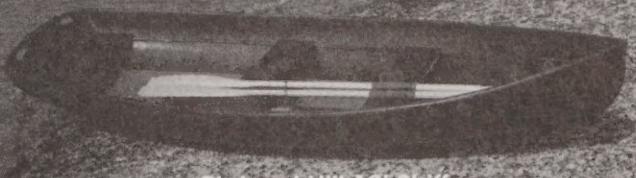
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Your Commentary

Probably Influenced

At a small lake in northern Maine last summer I had my son's small kayak that I had knocked together the previous week, along with an inflatable, out with our kids and some neighboring kids. When I hauled it out a bystander said he liked the kayak and wondered if I'd gotten the design from *Messing About in Boats*. I told him I was a subscriber but pulled the boat design out of my own head, but as a reader I was probably influenced by the magazine. Rather surprising to me that someone saw your influence in my simple boat. I guess the magazine is getting to be a recognized source of small boat philosophy.

Dick Damon, Belmont, MA.

Interested in *Rozinante*

I would like to correspond with any readers interested about L.F. Herreshoff's *Rozinante* design, or any other noteworthy canoe yawls. I'm especially interested in the building of such a classic, maybe using present day methods such as cold molding, strip planking, etc. I'm after all information from laying down lines to sources for plans and hardware, and would like to hear from other local builders around here.

Is there anyone out there wishing to charter a *Rozinante* either in New England or the Seattle, Washington area?

John Bart, P.O. Box 1505, Portsmouth, NH 03802.

Who Was Weston Martyr?

I grew up in a small central Texas cow town and have never lived near the water or anywhere with a maritime heritage. Yet I have this close encounter of the third kind obsession with small wooden sailing and rowing boats.

Recently I learned of Weston Martyr, a British sailor and writer who lived during the '40's. I bought several of his books from Columbia Trading Company but I want to know more about him. Where was he from? Where did he work? Who did he influence and what did he accomplish? When did he die? Who was he?

Can anyone provide any of this information?

Gary Martyr, 108 Lakeland Dr., Lewisville, TX 75067.

Snow Row Go

The Snow Row will take place at the Hull Lifesaving Museum Boathouse at Point Allerton in Hull, Massachusetts on Saturday, March 4th at 11am. Information from Ed McCabe at (617) 925-4826.

Oregon Coast Maritime Festival

The Annual Coos Bay Maritime Festival will be held the weekend of August 4-6, 1995. As an important part of the festival we would like to establish a wooden boat rendezvous and want to invite all wooden boat owners, builders, enthusiasts and dreamers or admirers to join us in making this another successful west coast wooden boat rendezvous.

Contact the Oregon Coast Maritime Festival at P.O.Box 989, Coos Bay, OR 97420, (503) 267-1801, (503) 267-4801 or Fax (503) 267-1807.

Contact the Wooden Boat Rendezvous at (503) 267-3569, (503) 269-1440, or Fax (503) 269-0563.

We are currently in the planning stages so I would like to hear from all interested boaters as soon as possible. The southern Oregon coast is a very beautiful location and we are doing everything we can to make it better for boaters and visitors alike.

Joaquin de Quintana Roo, Coos Bay, OR.

Rob Roy 23 Owners Association

I am interested in starting an association of owners of the Rob Roy 23. Interested persons are invited to contact me for details.

Albert Haberle, 2 Elm St. Noank, CT 06340, (203) 536-6656.

It is a Snipe

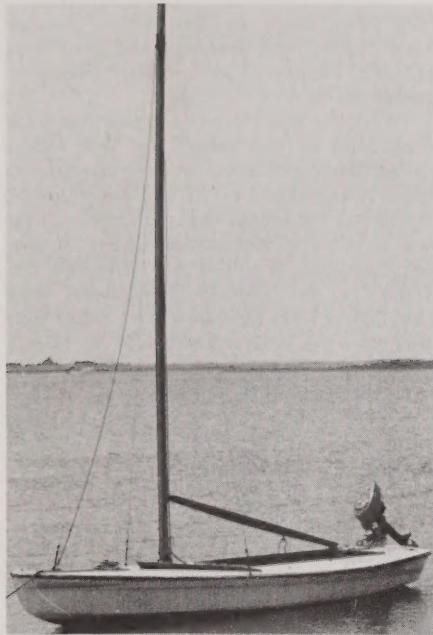
The boat that David Logan bought ("Your Ideas & Needs", Dec. 15th issue) looks like a Snipe. It measures like a Snipe. It has the insignia of a Snipe on the sail. Therefore, it is a Snipe.

The Snipe is a small one-design, two-person racing dinghy that has an LOA of 15'6", LWL of 13'6", Beam of 5', Draft of 6" with the center/dagger board up, 3'3" with it down, and a sail area of 128 sq. ft. It was designed by Bill Crosby in 1926, I believe, to be a boat that could be built by the average person at a minimum cost as a family boat that could be raced. I owned #7021 for over three decades, taught all of my children to sail and race, and many others in following years. It's a wonderful little boat!

Over the years the Snipe Class grew steadily to over 400 fleets worldwide with the number of boats built now approaching 29,000. Bill Crosby's design has been maintained over the years, although modern materials have been introduced by the Snipe Class International Racing Association (SCIRA, pronounced "Sky-Rah"). The address of SCIRA is 1833 Tustin St., San Diego, CA 92106.

The older wooden boats had their numbers cut into the inside on the keel just aft of the centerboard case. I would be surprised if SCIRA could not provide a little background on this boat.

Ralph Eldridge, Middletown, RI.



The Voyage of the Perkie

By Steven Bobo

The clouds came in from the gulf of Maine,
And the wind was a whistling sword
As we looked out twixt the schooner lane
For the sloop that we hoped to board.

Through Camden we walked like the rain was
a boon,
All happy content and carefree;
A Financier, oil man and textile tycoon
A marine engineer, and me.

The rain dashed off our foul weather gear
Morning light left our features grey
And in some of the faces, a hint of fear?
In spite of the happy display?

We were met by Scott of Rock Neck Sales
With the smile of a press gang crimp
He points to a mainsail in sloppy brails
Neath a sailcover soggy and limp

"There she is, ready to get under way
With nary a flaw in her gear.
Just cast off the lines without any delay.
There's an increase in the charter, I fear."

At about nine the engine sputtered to life
And the warps left the bollards free
And we threaded through Camden's polyglot
Fleet
And we felt the heave of the sea.

At quarter to ten the sails felt the bite
Of an easterly's twelve knots or more
We started to reach in the morning's
grey light
As a fog horn signalled from shore.

On a course of one sixty we set up the watch
Giving skipper and deck hands a name.
But decided to rotate lest one of us botch
So others could share in the blame.

Toward Fox Island we runned cause the
weather looked bad
And at sea, no one wanted to linger.
We turned onto a beat, little weathering we
had
And Fidlers gave us its finger.

We went through the thoroughfare and
watched the wind back
To northeast and come on to blow
With the rain like a waterfall; sky turning
black
To Perry's Creek we decided to go.

We found us a mooring with tallboy made fast
And made up to the thing with our mill.
All was fine when the mill suddenly gasped
And left us looking alee with a chill.

One crew leaped to the bow to ready a kedge
One got a halyard and sheet in his hand
One below in the warm was twiddling a
switch
The engine started again as if planned.

That evening we battled leaks and stray
dribbles
And complained of the wet and the cold
And finished our lobster and the rest of our
kibbles
And Gammed about cruises of old.

Next morning it blew with passion and hate
And the rain would have drowned a pup.
So bravely we studied our duty and fate,
And took our sweet time getting up.

Should we reef the main and put on our gear
And go out in this raging crap?
We pondered the options with judgement and
care
And settled right in for a nap.

At about four PM the Malox went plop!
A portent of bad things things to come
We turned on the water and nary a drop
But of spirits and beer we had some.

Twas a time for decisions out of the norm
Mid talk and discussions and crabbin'
Like cook steak on a grille out in the storm
Or opt for baked ham in the cabin.

Next morning the storm had lost most of its
edge
So we made our offing by sail
At three fifty three true from drunkards ledge
Left the thoroughfare back on our trail.

We discussed our plans on where else to go
Perhaps further east while it rains.
We were about to decide when a scream
From below
Made the blood run chill in our veins.

The most fearsome words did one of us shout
That would cause any sailor to shudder.
We had to turn back of that there's no doubt
The words were "We've no peanut butter"

So Perkie returns and we finish this rhyme
As each crew takes his gear and he lands
Our wives really wanted a bit more free time
But it truly was out of our hands.

Snipe & Atlanta

The boat David Logan bought ("Your Ideas & Needs", Dec. 15th issue) appears to be a Snipe, once the world's most popular one design. It was designed by William F. Crosby, then editor of the *Rudder* about 1930-31 and originally had 3/4" planking; later class rules approved plywood, and later still, fiberglass. *Rudder* used to sell the plans and there was a small booklet, *How to Build Snipe*, also by Bill Crosby, either of which may be available through second hand channels.

There was an excellent book, *Scientific Sailboat Racing* by Ted Wells (Dodd Mead, 1950 & 1958) which featured a lot of photos and good advice about wooden Snipes, since Wells was a Snipe world's champ at the time. Despite design, construction and rigging "progress" after 65 years it is still one hell of a good sailing and racing boat. My brother and I built #6747 (photo enclosed) in 1947, and I later owned #11533 by George Becker, Glenwood Landing, NY. On wooden Snipes the registration number is usually carved in the keelson just aft of the trunk.

Regarding Jim Thayer's comments on the Atalanta, did you know that Luders Marine Construction, then of Stamford, Connecticut, designed and built for the US Government their "airborne" 18' double ended lifeboat, which was indeed designed to be dropped from altitudes under 200 feet for World War II air/sea rescue. They were among the earliest moulded ply designs and the technique was later used in the beautiful Luders 16.

I had an airborne with cutter rig I believe also designed and built by Luders, small cabin with 2 bunks and head and an air cooled inboard, I believe about 5hp Briggs and Stratton, with clutch but no reverse. The boat was about 21' overall with small bowsprit and boomkin, real salty and a great sailor, with ballasted fin keel. The military version probably also had the air cooled inboard, though I'm sure they didn't have the sailing rig, at least not the tall cutter rig of the "civilian" version. Planking was 5 ply, diagonally laid, finished about 5/8".

Charles Schmitt, Glen Cove, NY.

I am an inveterate collector of yacht designs, particularly in book form. My shelves are lined with works on the designs of Alden, Garden, Rhodes, Herreshoff, Giles and Culler, and with collections of top-flight designs assembled by Arthur Beiser, Howard Chapelle, Uffa Fox, John Gardner, and Roger Taylor. I think of these books as a gene pool of superb creative work that derives its immortality from the fact that the sea never changes. *Pocket Cruisers & Tabloid Yachts* is the first collection I've seen of Jay Benford's work, and it pales not at all by comparison with that of the masters.

At the same time, this book is, by design, very different from its predecessors on my shelf. For one thing, Mr. Benford actually intends that people build these six boats from the plans presented in the book, as he states in his introduction. And although I am not a builder myself, I could see little required information that is not laid out clearly and in considerable detail. If you intend to build more than one of a particular design, then Mr. Benford would like to collect a royalty. Otherwise, the price of the book is your license to build.

This emphasis on actual construction leads to further differences from the classic design compendia, some of them quite fascinating. Benford is versatile in his use of materials, and the chapter on his 14' tug/cruiser/trawler contains three complete construction plans for this boat: In airex-cored fiberglass, cold-molded wood, and ferrocement. His 20' supply boat is designed for foam-core fiberglass and for carvel-planked and coldmolded construction, the latter with a strip-plank core. These make wonderful studies in comparative construction techniques, and are worth the price of the book all by themselves.

Furthermore, Benford's provision of thoughtful construction details for each method is a powerful illustration of his practical experience as a naval architect. For the 'glass boats he sketches details of the crucial fiberglass lay-up where plywood bulkheads meet the foam-cored hull, and shows on the lines plan the changing laminate schedule throughout the hull surface. The strip-plank plans show how the strips are to be laid out in different portions of the hull. Ferrocement designs include considerable detail as to the layout of the metal framework on which mesh wiring (and eventually, concrete) will hang.

Benford (appropriately) leaves little to the builder's imagination. For his 14' blue-water cruiser he has provided complete offsets for the tapering shapes of the skeg, rudder and fin keel. His drawings are liberally sprinkled with sketches of construction details for pilot house cornerposts, house-to-deck joints and other important but oft neglected details. Having these defined in advance saves a lot of on-the-job head scratching.

Mr. Benford's versatility goes far beyond his use of construction materials. The six designs in this book range from a 14' blue-water cruiser to a pair of classic steam launches, and include a catboat and a pair of unique powerboats. He employs his 14' tug hull in three different house/cabin layouts, the 20' fantail-sterndriven catboat hull in chapter 5 also appears (with

BOOK REVIEW

Pocket Cruisers & Tabloid Yachts

Jay R. Benford

Review by Craig A. Stephens

reduced draft) as an elegant tug yacht, and his 20' supply boat is shown with a lobster-boat style sheerline and as a raised-sheer cruiser in two different layouts. The larger steam launch is shown alternatively with considerably reduced draft made possible by a diesel powerplant.

None of these multiple uses appears forced or artificial. He handles both very heavy and very light boats with equal ease. The tug yacht has a displacement to length ratio of 747 (!) while his 17' fantail steam launch is quite light at 139. Furthermore, Benford does a superb job of combining big boat aesthetic features with very small hulls. This is never an easy thing as inflexible human anatomy tends to conflict with keeping house and hull in proportion.

Amazingly, the 14' tug/cruiser/trawler has over six feet of pilothouse headroom without appearing top-heavy, thanks (in part) to the slight tumble-home carefully designed into the sides of the pilothouse and cabin trunk. This sort of aesthetic excellence seems to be a hallmark of Mr. Benford's design work. Each of these round-bilge hulls has a lovely sheerline, and several sport handsome fantail-type sterns. The heart-shaped transom on his 14' hull is wonderful. Benford has handled the tricky topside-to-transom transition with perfect aplomb.

Each of these six designs has been built, some more than once, and the owners of the boats pictured all seem to have turned to professional builders. This is probably wise since these are not "instant boats." Shapely hulls and maximum accommodations in very short boat lengths will prevent them from being simple or cheap to construct.

In fact, some would-be owners might be put off by the high dollar cost per foot of boat length that is generally characteristic of pocket cruisers and tabloid yachts. But cost per foot is a simplistic measure and really not a very useful substitute for cost per unit of boat utility. Small boats with useful accommodations will tend to be heavy for their length, and the cost of boat construction runs more with displacement than length.

In my opinion, most owners of fiberglass auxiliaries in the 30' range would do better in one of these boats. Their boats sit unused most of the season, and when they go out they do so under power or flying only the genoa. They rarely seem to do much cruising, and I can't help thinking that they would be happier with a smaller, simpler boat with accommodations for the occasional overnight, one that can be gotten underway in minutes and secured just as quickly, and one that has a lot more char-

acter. For those in the know, smaller boats can be both practical and more fun, and Mr. Benford's are superb examples among the best of their type.

I have a few minor quibbles about the production of this book. For one thing, the editors missed the odd typographical error. And while two of the designs (the two steam launches) include excellent tables of design particulars down to displacement/length ratios and prismatic coefficients, it's hard to understand why these tables were omitted for the other four designs. This forces the reader to search the accompanying text for whatever details can be gleaned. In a couple of cases, I could not even discover the boat's design displacement, which strikes an odd note in an otherwise very complete work. Finally, some of the explanatory text could have been better organized.

My favorite design in this collection is the Lake Union Cruiser, a 20' raised-deck powerboat with an enclosed cockpit. She strikes me as an eminently sensible pocket cruiser for use in the Northeast or Northwest, carrying two people and the occasional guest. I'd want to do some thinking about how to handle and stow the anchor and its gear, but that's par for the course on small cruising powercraft. You could cover a lot of ground in this boat, and she'd deliver a very high cruising utility per dollar of initial and operating cost.

Mr. Benford is a skilled and thoughtful naval architect, as well as a prolific one. If his other books provide as much food for thought as this one, I'm going to need more shelf space.

BOOK REVIEW

Tugboats and Towboats, a 1995 Calendar

13 - 8"x10" Color Photographs.

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Review by Hugh Ware

Here's this year's review of the latest in a string of successful calendars put out by Matt and Judy Lyon as a pre-retirement business. When we left them last year, their printer had gone bankrupt before he could finish the final tweaking of color balances, and some illustrations in that calendar reflected deficiencies. This year, their printer is not only back in business but has acquired even better equipment. The new calendar reflects this; the colors of the illustrations are rich, even gloriously, saturated.

The colorful cover shows a launch-type tug, that is it has a motorboat superstructure rather than the traditional pilot-house on top of a deckhouse. The bow of a freighter frames the left edge of the picture. At first glance, the *Charles H. Cates VI* looks too small to be effective in pushing a big ship around but she packs 1800hp. Her name reflects a certain amount of owner egotism because every tug in that sizeable fleet is named Charles H. Cates plus a numerical suffix.

February has a typical Columbia River towboat photographed by Matt near his home way up the Columbia River. *Defiance's* pilothouse is five decks up. Such height is necessary to see over the high barges used on that river and its tributaries. The tow she is pushing doesn't look like the petroleum barge it is because of a deck structure. It both hides the usual piping and pumps and carries grain on the trip downstream, no empty runs here! A deck-hand is dragging a hawser forward on the barge's sidedeck. Its rust color informs the educated eye that it is "Swede", or Swedish wire rope, a line twisted from alternating fiber and wire strands and widely used in the Northwest for mooring lines.

Hawsers are also featured in March's *Isabel C.*, a useful little tug of 500hp. A beige fiber line is flaked down on the stem tray, ready for use, while white and yellow hawsers are draped over the railing atop the deckhouse. She's pushing a crane barge through a bridge. The yellow crane hook contrasts nicely with the red of the tug and the American flag languidly flapping on a short staff.

April has *Vancouver* undocking a freighter late one afternoon. She's a reverse tractor tug, with a swiveling power unit near the stern and no rudder. Such tugs work ships with their bows, ready to push, pull on a short line, or tug sideways. There is no line on the freighter yet; the deck-hand is lucky because it hangs in the jaws of an articulated boom on the tug's foredeck and the crane will do the heavy work in getting it to the waiting crew on the freighter's deck. He won't have to heave it up nor will they have to throw down a heaving line to haul the line up. The boom and line look remarkably like a praying mantis with prey.

May has a large and serene inland river towboat on a reflective Illinois River. The wheelhouse is only three decks up because the pilot of the *Kevin Flowers* can easily see over the low loads in his barges. The towboat's name brings back fond memories of the *Rusty Flowers* of an earlier calendar, an incongruous name that has to be my favorite.

Tugs, particularly those handing logs, came in all sizes, mostly small and smallish. At the bottom of the spectrum is the log mule, merely a low platform perhaps 10'-15' long, with a little console at which the operator stands. It pushes individual logs to a waiting conveyor at a lumber mill. Tugs a little bigger are used to shift small log booms. June has good examples of these. They are tied-up for the weekend. One is unnamed; the other is defiantly named *Pull and Be Damned*. A peavy (or is it a canthook?) is tucked under a grab rail, ready for use next Monday. She is a well-used but well-maintained 28' long. Her designer did his work well. The forward vertical windows in her house give her a bluff, solid look while the slanting lines on the deckhouse rear provide a powerful forward thrust. They combine to give one the feeling that her name was well-chosen.

May had flowers but July has candies. The main picture shows the *Brett Candies* hard at work, while a small insert shows this big tug of 4200hp with its barge on which sit three modules for oil well platforms in the Gulf of Mexico. A typical

second-generation Gulf offshore tug, she is not pretty to my eye. Her lines are drawn with a straightedge and she is has an extraordinarily high raised forecastle. Her after deck is longish and low. The aesthetics aren't helped by a hull painted a near-fluorescent red with three big black tires riding atop black diagonal and horizontal rubbing strakes. Effective? Yes, but not pretty.

Sadly, the *Brett Candies* of the world represents a dying breed. Oilfield supply boats and variants thereof have almost driven the traditional big offshore tugs from the high seas. A supply boat has raised bows and a forward superstructure and is as seaworthy. A supply boat has big engines and can tow effectively. And a supply boat can do yet another tug job, that of pulling big anchors out from seats on a semi-submersible drilling platform and planting them in the bottom so the rig can be precisely positioned. Later, it can retrieve the anchors back to the platform, ready for transport to the next drill site. Lastly, surplus supply boats have been modified into excursion vessels, fish factories, and research ships, among other uses.

But a supply boat can also do jobs a tug can't handle. Its long, low after deck can carry big loads, pallets of supplies, drill rods, casing pipe, instrument shelters, platform modules, anything that will fit. Below this deck are tanks that can carry dry powder cargoes like cement while other tanks hold drilling mud, water, or fuels. Think of the supply boat as the nautical version of a general purpose large truck while a tug is equivalent to the specialized wrecker. Which gets the nod? The answer is sad to me because I prefer tugs.

Tugboat get-togethers, like the Boston Tugboat Muster (which I did not report on last year because I was looking for tugs in Newfoundland that weekend in August) and the Olympia Tugboat Races for retired tugs, bring out the photographers because photo opportunities are there. Judy got a great shot for September at the '92 Olympia event. *Elmore* was built in 1890 (and is still racing!). Since she is now based in the Lyon's home town, she has become, I believe, their favorite tug. *Teal* is only 59 years younger. Both race in the same class at Olympia, and Judy got them going at it hot and heavy. I won't tell you what her photo caught but the action in it should last you a month-and-a-half if you buy the calendar. This shot alone is worth the calendar's price.

November has a nice study of Crowley's *Sea Horse*, a big tug at 126' and 5350hp. There's an interesting story behind why she's docking a freighter. I spent some great hours on her sister *Sea King* under Capt Ray Halstead, as the *Sea King* expertly deadheaded a Crowley tug from the shipyard next door and then moved railroad barges. You'd expect such big tugs to be towing coastwise or deep-sea, and both tugs were, in fact, bought for towing barges to Alaska. But that business died down after the North Slope was developed.

There are several good reason why such big tugs (some up to 8000hp) are sticking in or near their home ports around the world. Partly it's because cargo ships and cruise liners are getting bigger, and one big tug is cheaper to run and hire than

several small tugs. (Do you remember the pre-war pictures of trans-Atlantic liners being nudged into dock in New York by a dozen or more tugs, each streaming a banner of waste steam? Each tug probably had about 600hp-1000hp and a crew of five to seven people.) Only two big tugs, each with a crew of three or four, are needed now to dock the biggest cruise liner in average conditions.

But mostly it's because supertankers sometimes steam in confined waters where new environmental regulations require escort by tugs. Readers may remember my story (Dec 15 '91) of how four Boston Towing and Transportation tugs escorted a tanker up Boston's Chelsea Creek. That was a smallish 34,000 ton vessel. There are several hundred supertankers displacing over a quarter million tons and some over half a million tons. It takes big tugs to help steer such a big ship as it glides, slowly but almost irresistibly, past a nearby shore or navigational hazard. Usually, the tanker has virtually no steering capability at such speeds, and a tug at the tanker's stern often must act as a powered rudder.

At the depot, it takes big tugs to push the supertanker sideways to a position just off a pier where it can be pulled alongside (and even then the average supertanker docking does \$15,000 of pier damage!). And if a tanker's steering fails or if it loses power, the tugs may have to quickly grab it and wrestle it under control. Those are the reasons why the *Sea Horse* and other big tugs like her now stay close to port, rather than going coastwise or deep-seas.

December has a magnificent shot to end the year. It's so cold-looking I shiver as I write even though we are yet to see the first frost here. This is another little tug, a 40-footer named *Katanni*. She's in Brockville, Ontario, the temperature is only minus 28°F, and she is encased in 42" of ice capped by snow! Don't worry, owner (and photographer) Campbell Dailey has her snug and shipshape for the winter. He has even made her navigation lights cozy in bright red wrappings, nicely seized against the tuggings of the artic winds. And Spring is only four months away!

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Time to leave. My psyche is rubbed raw by the holidays. There's a price for holding things in...and out. Getting away makes sense. I'll soothe me now with solitude.

Time to leave. The wind is a point north of east, perfect for an easy passage south though the weather map looks crazy, two fronts approaching: Cold from the north, warm from the south; the paper predicts easterlies for two days veering to southeast. So does the National Weather Service broadcast. The solid overcast is merely high fog. My need votes to GO.

Anticipating, I filled her ballast tanks yesterday, snapped on her canvas cabin, and put essentials aboard; portable toilet, self-inflating mattress, sleeping bag, radio. Now I gather a bag of food and another of clothes, kiss my love sincerely, promise to sail conservatively, wipe up some dew, unfurl her sails, uncleat her lines and clear for points unspecified. 0930.

The 8-10 knot breeze is all I could desire. It draws us southeast across the sound and under the Clearwater causeway bridge, and then pushes us southwest across the harbor and under the pass bridge. We scorn channel marks and bascule bridges. A vessel which sticks only nineteen and a half feet up and six or seven inches down is born for Florida's shallow, urban west coast. Rounding the tip of the south jetty, we feel little swell. 1000.

The Gulf is flat near shore, smoothed by a day and night of easterlies but visibility is hardly a mile. The glowering condo-wall fades into gray ahead. As we pass its only remaining notch there is the sound of still another pile being driven into the tortured beach. Our venture seems even more reasonable.

We're sailing close to the beach now, rounding the westward curve of the land. Here the condos are limited to three stories and don't block the wind as much. I drop the starboard leeboard part way as we di-

Three Days in January

By Bud Tritschler

verge from the land and our wind strengthens. Remembering my promise, we heave to for a moment to reef the main four turns of the unstayed mast and mount her compass. Under half a main and full mizzen she doesn't seem slowed. In fact, with the strengthening and increasing chop, we must soon stop again in order to zip her cabin's forward flap closed. A little spray is coming aboard over the lee rail. Strange. 1145. c145.

John's Pass bell. 12.6 miles. 1233. c170. The sea is on the beam with the wind a little behind. Things are less splashy. The sun, trying to burn through the fog, is a pale disk like a new quarter, appearing now and again behind scudding mist. Its brightness makes me reach for my sunglasses now, though the land has disappeared...

Pass a Grille #2 Buoy. 18.5 miles. 1340. c150. Must have exceeded five knots. Not bad for her nineteen foot waterline. A little more board now. By 1400 the fog is clearing. No more buildings, just Florida looking as it did when I arrived thirty years ago. I smell wood smoke and imagine some campfire among the palmettos of Fort DeSoto Park, visible in detail half a mile off.

Mullet Key pier. 22.5 miles. 1423. How many times I have rounded this pier on my way into and out of Tampa Bay! Fifty might be a reasonable guess. And under what conditions! Day and night, storm and calm, in fear and in pleasure. Today it's all pleasure. But where to go this time?

The most popular anchorage along Tampa Bay's south shore is the Manatee River, leading to Bradenton, with its straightforward entrance, using bow and

stern ranges, and numerous bights offering secure bottom with weather protection. Favored is the small bight behind DeSoto Point, a delightful little County park with walking paths and labeled flora..

Another is Anna Maria Sound, which offers good anchorages along the Intracoastal for deeper vessels but, for us, unlimited nooks and coves and, at its south end, Palma Sola Bay, behind Perico Island. That is new, and tempting, water for me. Next time.

This time I choose Terra Ceia Bay, a one by three mile jewel tucked behind Rattlesnake Key. It has a broad but shallow three mile east-west approach with a marked, twisting natural channel which I've never successfully negotiated in vessels of deeper draft, despite two remembered tries. I drop the leeboard all the way, glad to be reefed. c120.

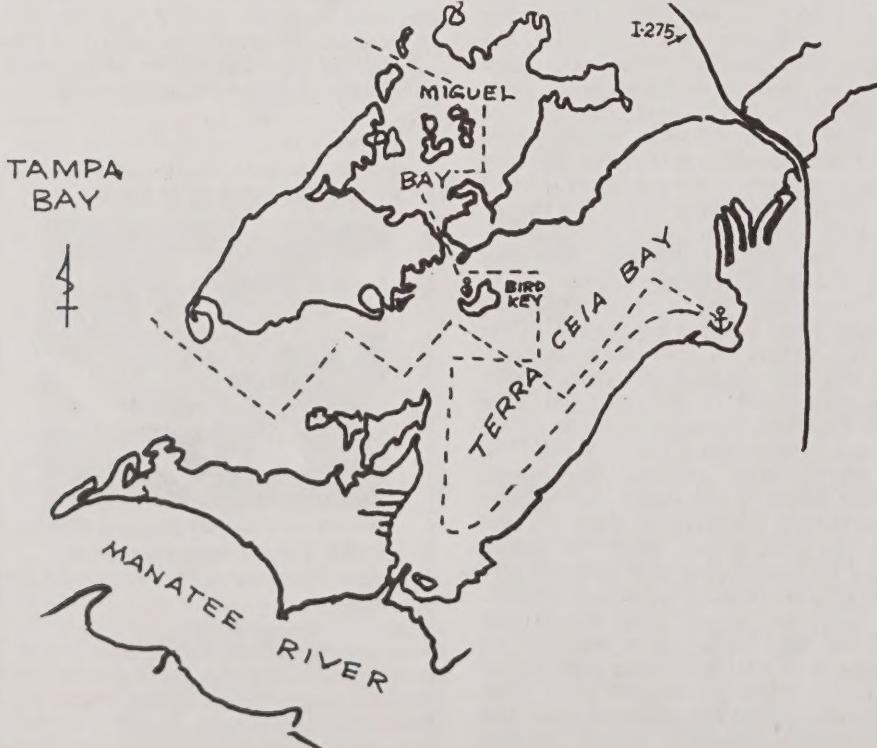
When crossing the mouth of Tampa Bay, between the Sunshine Skyway and Egmont Key one may anticipate being set by tidal current. Fortunately the distance is little more than five miles, short enough that, with wind and visibility, set is easily perceived and countered. Intracoastal red flasher "70", not far from the center, often serves as an intermediate checkpoint.

"TC" abeam to starboard, some distance off. 28.8 miles. 1533. We harden up for the beat in, keeping tacks as long as possible by feeling the bottom with the leeboard. I ignore the channel. What luxury! It takes only four tacks with the boards half down. I notice a small sailboat anchored behind an island called Bird Key. The chart shows her to be in a perfect anchorage, but we'll explore that tomorrow. I've already chosen another.

The little bay is lovely. The shores seem less than half populated. Continuing with our beat, we enter Peterson Bayou, a small, round baylet in the northeast shore, adjoining the single seawalled subdivision to the north. The chart shows two feet beyond the entrance bar, which is marked by several decrepit pilings. We creep in by the look of the water on feinting air, and finally anchor in sand near the far shore with her tiny Danforth, eight feet each of quarter inch chain and five sixteenths nylon. 1715. A few houses occupy the north shore, but the rest is all red mangrove standing on its gothic roots in mirror-still water. Dinner is instant soup and a can of smoked oysters on crackers while I listen to news on Public Radio.

After sailing all day the final approach under sail to a good anchorage, offering protection from both present and anticipated weather, tries one's patience because it is almost always nearly windless. But a good anchorage and a good night's sleep are inseparable. This one pays off. Nothing moves all night. The sounds of Interstate 275, more than a mile away to the northeast, blend with an occasional bird call and fish splash as I drift off, recalling the day, and watching stars through the companionway.

Rise, 0700. I listen to her weather radio while munching a grapefruit from my backyard and boil water for instant oatmeal. Today, small craft advisory, East 15-20, 30% rain chance. Tonight, ditto, ESE 20-25, 40%. Tomorrow, ditto, South 15-20, 60%. Perfect except for the rain. My ambition curbed, I plan to spend tonight



in Pass-A-Grille, within an easy sail of home.

We depart the anchorage at 0830 for exploration of Terra Ceia Bay. Broad reaching close along, her kick-up rudder clangs occasionally on the shelly bottom. As we cross over the narrowing south end to close reach up the west shore we feel the freshness of the breeze and heave to at the turn to reef again, with the same four turns of the mainmast. This bay is "undeveloped" as the real estate interests say. The mangroves, birds and fishes, if they knew, might consider it on the verge of undevelopment. I look hard, wondering if I'll see it this way again. We sail through a pod of dolphins, water swirling all about.

Broad reaching around the back side of Bird Key, I decide to heave to in its lee, and dig my foul weather jacket from the bottom of a bag. The little boat is still there. 70 year old John Williamson invites a gam. He's on a three day cruise, too, from nearby Palmetto, in his Avalon 18. We contrast, I with my utterly simple vessel, and he with his completely equipped single handing cruiser. Sitting in the tight little cabin of this gentleman's "ultimate boat" and looking around, her interior speaks volumes about a lifetime of sailing experience, attention to detail, and woodworking skill. No vessel is perfect. He hints at a weather helm which can grow mean enough to overpower his Autohelm. My helm, of course, behaves perfectly, always. I mention that.

We take one another's measure and each sincerely admires the other's craft, secure in our choices. He says that Miguel Bay, with its eastern "back door" entrance just off our sterns, will accommodate my draft and protect me into Tampa Bay. Without his suggestion I wouldn't think to try it. Inspection of the chart gives me pause. There are few low-water depths of more than a foot, and, from the look of the shore, we are below halftide. But why not. I'm here to explore. We part with a smile and a wave, hoping to meet again.

Miguel Bay, entered through Flounder Pass, is shoal indeed. I suspect having turned one island too soon, and must beat some distance with little wind, in about a foot of water, expecting to get out to drag the boat momentarily. Her kick-up rudder scrapes along the all too visible bottom and our leeway is daunting but, surprisingly, we make it!

Depart "Big" Miguel Pass running wing and wing in a splendid breeze. 1200. Shortly I am amazed to see a long shoal directly ahead. An oyster bar with some birds on it? Not on the chart! I alter course to go around. Cormorants! a thousand or more, densely packed, floating placidly.

The air is fresh enough to cause rolling oscillation. Not serious, not comfortable, either. Shortening the sheets a bit does the trick, one taught me by a Lazer, after several swims. Our course parallels the Skyway. Where the causeway turns the main jibes to port, but we still need no board. We reach the Intracoastal sooner than I had expected. 1340. 8.5 miles. A little over 5 knots again. As we turn west both sails jibe.

Shortly we are sailing lazily around Pass-A-Grille in the sunshine, wondering what to do with ourselves for the rest of the afternoon. The fuel dock attendant al-

lows me to drop a stern anchor and tie up at the end of a slip finger. After rolling up the sails I call Rhoda from the public telephone three steps from the pier. We are glad to be in touch. I walk a block to the island's west side for a beer and salad on the veranda of a favorite place overlooking the street and Gulf beyond. Early dinner.

When I am alone, my attention is more focused on surrounding details. The people passing, fellow diners, the brash sparrows dropping in to seek crumbs under the tables. I am easily amused and especially beguiled by the ambiance of an old-fashioned Florida beach town. Strange that I have no notice of the squall until the rain starts and the table umbrella of an establishment further south blows by on the street, closely pursued by a wet waiter. It seems a typical summer thunderstorm but without the lightning, torrential rain, driven by forty knot gusts. The boat is facing into it with her forward flap closed, but her companionway is open. I abandon the almost finished salad, gulp the last of my beer, and go to find my waiter. She questions the practicality of taking a walk at this time. She doesn't understand.

I leave the shelter of the buildings and run out on the pier to the boat, which is jerking at her short line and rolling wildly. The cockpit is half full of water. I pull its drain plug and dive for the cabin, which is drier than I. Very little rain has entered. I fumble unfamiliarly with the companionway flap zipper, finally closed her up, and then try to get comfortable while I wait out the downpour. Through her steamy vinyl port I notice a mullet fisherman has docked very near to refuel. The attendant serves him, both getting soaked but paying no attention. As the boat pulls away it bumps us with its padded transom. Life goes on.

After replacing the plug and wiping down the cockpit seats we beat down Pass-A-Grille channel and into a lagoon leading into Tierra Verde, anchoring close to shore just inside. Here Rhoda and I once waited for two days for a distant hurricane to make up its mind. We entertained ourselves delightfully and were enchanted by several black skimmers cutting graceful patterns in the still waters. No skimmers now, perhaps because of dusk. Most of these buildings weren't here then, we watched that one being built.

Wanting to be away early I retire with

the light, to be awakened several times by traffic, mostly mullet fishermen seeking roe for the Japanese market. They run all night without lights. Otherwise I have always found them to be kind and honorable seamen, each carrying in his head a minutely detailed chart of the bottom, local knowledge personified. I don't mind the awakenings. The stars make up for it, and the red flashers beckoning in the pass, and the mystery of tomorrow.

In the morning, after the bedding is rolled up and stowed, I breakfast in the dark on another grapefruit and a pear. The weather prediction is unchanged except for an increase in wind velocity. I roll out the sails, leaving the main deeply reefed, weigh, and broad reach out to flasher #6 where we turn northward. 0650. c330. I am soon aware that more sail is warranted so we stop while I roll out two turns, leaving three. We are running wing and wing through the dawn, surfing at times on the short, leathery looking swells. Aft, the scimitar moon floats behind a lacy pink veil of altocumulus. This will be a morning remembered...

"JP" 200 yards abeam. 0802. Wind slowly, steadily, increasing. The main jibes as we turn more northward around the land. This dear boat is hurrying. No board seems necessary. Overcast is catching us. Stow the sunglasses. Don the foul weather jacket for warmth.

Tip of Clearwater south jetty close abeam. 1015. 18.8 miles. 5.5 knots. Not bad. But now the excitement thickens. Close reaching to the bridge will not be possible carrying all this sail. I heave to again and roll in three turns, leaving a third of the main exposed. Then she won't fall off on the starboard tack. I accept port tack and wear. Without a battened roach, jibing, even in a lot of wind, isn't scary if her sheets are clear for running. I should have taken a turn or two in the mizzen because I reluctantly find I must carry a deep luff, and start the mainsheet occasionally when the rail threatens to bury. I tack to get upwind for the optimum bridge approach. There seems to be a slight, favoring current, and we pass under cleanly.

The rest is a cinch. We run down to our dock under bare poles, tie up, and that's the end of it, except for a slew of new memories and a lesson or two to ponder. Before going into the house I measure the wind with my Dwyer gauge. 30 mph.

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Rowing at the River School

By Ben Clarkson, Geoff Conklin, John Stratton

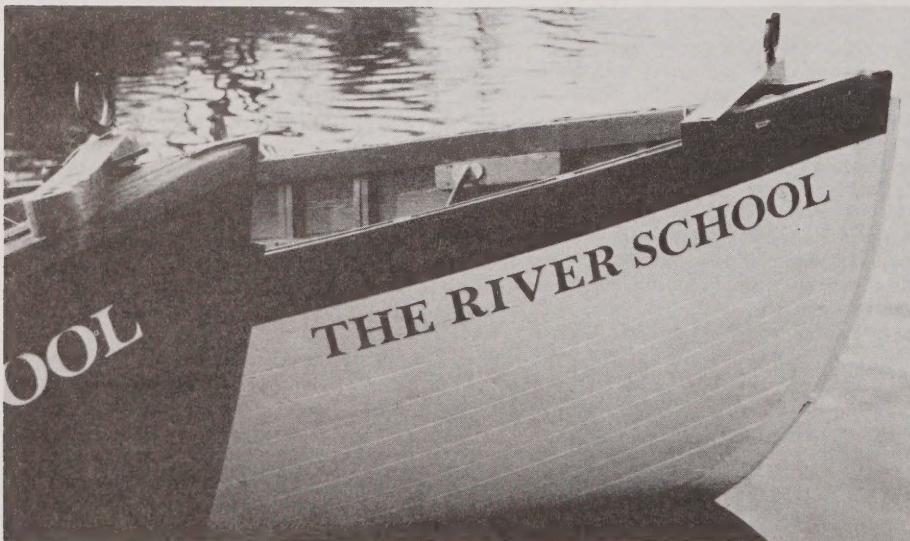
We at the River School were pleased to see Mr. Al Curran's photo of our boat, *John W. Brown*, in the December 15th issue. The *Brown* is a lifeboat from the Liberty ship of the same name, one of the last of that WWII class to be still operational.

The 26' lifeboat was restored for the River School by an enthusiastic team from Saybrook and was that town's winning entry in the 1993 Fourth of July river race between Old Lyme and Old Saybrook. Old Lyme won the 1994 race, a time-trial format on Labor Day weekend in which both teams rowed the *Brown*. Her 13' oars were built by Jon Persson of Old Saybrook.

The River School also operates her cousin vessel, the Monomoy surfboat *Burnt Island*. She was decommissioned by the U.S. Lifesaving Service in 1915, restored at Essex Bay Boatworks in East Gloucester in 1981, and repaired by the Connecticut River Oar and Paddle Club in Saybrook in 1991. Frequently used for youth and adult outings, *Burnt Island* and her 13' solid ash oars serve us proudly on the waters of the lower Connecticut River.

The most recent training use for the two boats together was in mid-November. Seventeen Boy Scouts and four leaders rowed to the mouth of the river, camped overnight at an Old Lyme landing, and rowed back upriver the following day. Coxswains and teachers were supplied by the River School and the Connecticut River Oar and Paddle Club.

Another lifeboat will be rebuilt this spring and summer; the River School also owns or has access to a variety of other rowing, sailing, and paddling craft, and is always interested in proposals for projects and programs with an educational, vocational, or ecological basis. Please contact us at 203 Ferry Road, Old Saybrook, Conn. 06475 (immediately south of the new Baldwin Bridge on I-95).



Chaotic Water and My Different Boats

By Gail Ferris

Once again as fall ushered in the winds that follow through winter into spring and dissipate in summer it was the time to get out there and party on the waves. Or so it seemed, then I thought again how when I switch from kayaking to rowing and find out that I forgot what I am supposed to do to stay upright, all my confidence just goes right down the drain. So there I was, I didn't even get out of the harbor in my scull on the waves before having one of those humiliating encounters with reality. That moment again reminded me that my skills learned handling my kayaks just do not transpose for rowing. My "Yeah this is a piece of cake, I can handle this water" dissolves into "I don't like this, I'm scared."

I set off from the boat ramp in my Alden Ocean Shell single into 20 knots of a three hour old west wind. Pulling out into the bay on my sculls my sense of balance seemed so poor that this boat felt completely unstable. I never thought, after all the years and experiences that I have had rowing and paddling, that I might once again feel like a helpless novice. I had already spent so much time in this particular boat that I really couldn't imagine having to once again relive such disconcerting moments in it.

I recalled that after the winds of spring had passed I had become accustomed to flat water doing extensive rowing in typical summer calms. Now as my boat was tossing madly beneath me, I recalled thinking of how tired I had grown of that all too quiet summer water. For me, no wind and no waves makes rowing nothing more than a monotony of repetitive motion, otherwise known as just exercise. Rowing on flat or slightly rolling water is just exercise with changing scenery.

Yes, this type of exercise is better than being in a gym because I do get to look at and enjoy the aquatic environment around me and there is always the opportunity to observe something I have not seen before. I treasure such experiences as when I happen to come upon the very moment a school of fish is jumping out of the water.

I realize that I never know what might be in the water beneath my boat, especially where I live where it's always rocks that I have to be on the lookout for. Those rocks just seem to appear out of nowhere and I think that they move with the tide in all sorts of ways. On this outing three granite rocks decided to hop right out in front of my boat, for no reason at all. They weren't supposed to be there. Luckily, I heard the waves breaking over them before I crashed onto them. Granite is always so hard and scratchy.

I think that those rocks move around the most when I am rowing because my back is turned to them. I almost never have this problem when I am paddling and this is because I think those rocks know that I am looking when I am paddling and they don't want me to catch them in the act of

moving around.

Now that I had started off in my Alden, the water just didn't feel right, my usual sense of control was just not there. The waves were fast, short, steep and pushy. They were coming in from the west and bouncing back on me from the sea wall, chaotic in the truest sense of the word. As I cautiously edged out into the harbor past the boat stakes, conditions just didn't feel the slightest bit better. I wished that I was paddling one of my kayaks, either the whitewater or sea kayak would have been fine. I had just recently had a delightful experience running the waves and practicing on some whitewater in my kayak.

I could just imagine my moves and the interaction between the kayak, my body and my paddle strokes in this water. Paddling a kayak it would have been so simple and easy for me to deal with these waves. I thought to myself, what a party I would be having now in my kayak. I could just run out on the outside of the islands and catch rides on those nice breaking waves that are waiting for me.

Ah, delicious waves, that warm water, lots of fun in my kayak. Now here I felt very ill at ease with these sculls going out there to play in the water. Sculls are terrible I thought to myself, because they are so completely restricted by the riggers and oarlocks that hold them and move so strangely, compared to a paddle. I can put my paddle into the water on any angle.

I have to relate to sculls differently, because sculls move so differently and I have to use my body weight and balance differently. I mumbled under my breath that sculls feel like clubs with fans on the ends of them while paddles feel like hands. But, I told myself that I wasn't going to give up, I was going to re-adapt myself back to rowing.

Being a conservative New Englander I nervously stayed within the inner harbor, just in case I went for a swim. I decided to take it slowly and give myself and my boat a chance. This Alden is designed to be so forgiving that it can be sculled slowly. The sculls when they are flat on the water straight out from the hull make it a boat 18' wide.

If I feel as though I am in trouble I get partly back ready for the catch and ready to take a pull, with my knees brought up half way and arms extended with the sculls flat on the water. The boat will pivot under me and I can either take a pull or balance the boat while the wind blows me, but waves will be unlikely to come into the self-balancing hull.

Making my way out of the innermost harbor past the boat stakes toward Roger's Island I stuck to conservative rowing by taking carefully chosen shorter, slower and weaker strokes than necessary, I was taking three strokes to match each normal stroke into the wind. I reasoned that this boat was designed to be forgiving and that by using these short slow strokes I was least likely to lose control, filling the boat up with water, and would give myself a chance to get used to rowing again.

I did turn my head around occasionally to be on the lookout for unusually nasty waves because I would rather see them and decide whether I want to be in them or not instead of being completely surprised.

Once my visual assessment was completed I hadn't seen anything that bad where I was planning to scull.

My slow, gentle pulling worked, gradually I got into larger more widely spaced waves and subconsciously synchronized my strokes with the waves. I could feel the character and dimension of each wave. I realized how automatically sympathetic with the oncoming waves my body movements had become when I noticed that I was just rowing along while absently gazing off at the horizon.

I thought about the unconscious interaction that takes place between sensory input from the waves and the muscles and nerves in my body, interaction that takes place because I have learned to translate that sensory input into body movement. I sense the wave motions from my sculls as I feel them traveling through the water picking up the water circulation patterns and the angular pitching and yawing of the hull beneath me. In my kayak all these same sensory inputs are reversed facing forward.

Knowing what is necessary to adapt to both rowing and paddling on waves developed by a 20 knot wind or on whitewater opens opportunity for very different but equally exciting experiences. I work on adapting to these differing skills by re-training myself, because I can't enjoy these differing conditions if I cannot understand and integrate my body movements with the movement of the water. Being on the water in a kayak or a rowing shell is like a ballet in that it is both a physical and intellectual experience that far outdoes what could be experienced in a gym. I find that there is great satisfaction interacting in these ways with moving water.

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So-Du-It!...

How to Get the Most Out of a 14' Hull

By Nils Andersson

All my sailing life I have raced dinghies, such as Swedish National Canoes, International Canoes, Finn and Laser but at last my knees began to rebel and forced me to find something less physically demanding. Shortly after my 54th birthday, I discovered the concept design by Ted Brewer and Jim Betts, enticingly named *So-Du-It!* It was a 14' offshore racer cruiser. I immediately recognized that, beneath this radical design, there was an extremely sound boat. Many dinghy races are sailed offshore, so I knew how well the 14' concept performed in such conditions, specifically Finns and Lasers. so, I Did It!

While most people choose a boat for long distance cruising and offshore sailing by its size, my priorities however, are cost and efficiency. Yet, if one suggests building an offshore boat 14' LOA, one is advised to get mental help.

Building *So-Du-It!* is a mental and physical challenge, which was my idea of fun. We didn't really know what to expect, because the concept was all new. The performance of the boat was completely beyond our expectation.

After launching the boat in Seattle, in 1993 (June 15, 1993 issue), my wife and I moved to San Diego and spent the whole summer sailing around the area. I even entered the boat in the Navy Yacht Club's Beer Can races and a few other races, and she did very well, even boat for boat against bigger boats, especially to windward. It was so promising that I decided to do make changes to optimize the boat. There were a lot of obvious improvements to make, which is what builders of prototypes often end up doing, and to me it is an exciting experience.

For example the aluminum A-frame mast was too heavy, it weighed over 80lbs, so I constructed a new A-frame mast made of carbon fiber/epoxy using pipe insulation foam (from Home Depot), as an internal mold and flotation. Then, to keep the mast straight and prevent headstay sag, a double spreader system was made out of 1/2" schedule 40 PVC tubing and carbon fiber. The whole thing weighs in at 35lbs, including running lights, antenna and cables. The mast has a tabernacle on each leg and can easily be rigged by one person.

The next part of the boat to attack was the fixed fin keel. I wanted to be able to ramp launch the boat from the trailer, but I also needed a better righting moment. Instead of resorting to more ballast, I preferred to get more leverage, and designed a high aspect retractable keel, mounted in a low, water tight casing in the boat. The keel was made of carbon fiber and filled with bird shot/epoxy and foam at the top. The center of the ballast was in that way lowered by 15". I now use a winch mounted on a removable beam laid across the deck to lift the keel. The beam also doubles up as a mast support during trailering.

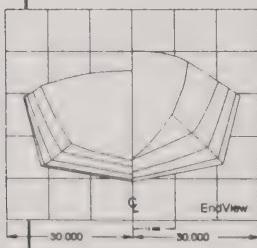
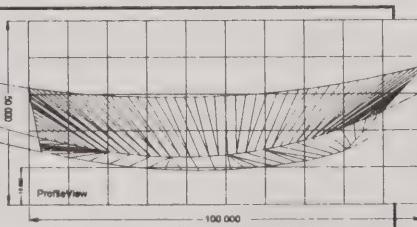
Additionally, I designed a new high aspect rudder that has half the wetted surface of the original, also constructed of carbon fiber and foam (the weight differ-



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ence was 11lbs).

Materials for mast, keel (except the lead, which was recycled from the old keel), plus the rudder came to about \$700. When I first started to build the boat, Jim and I got bids from around the country, for the aluminum mast at an average of \$1,100, and for the original welded steel keel of about \$600. Carbon fiber and kevlar are getting more affordable and it is going to be more and more attractive for us backyard and amateur builders to use these space age materials, in the future. Goodbye aluminum and corrosion.

The single headsail/main was a problem when reefing on the furler. The center of effort of the sail moves forward when reefing and creates lee helm. That was solved by adding a stay/stormsail behind the headsail and at identical centers of sail areas. One can now use both, or furl either one, using Harkens' inexpensive dinghy furlers.

The boat is now so fast to windward that people ask if I am using an electric motor. How about pulling away from a new Hunter 30 or a Catalina 27 to weather. It happens on every windward leg in races, she is equal to or faster than boats in that range. She sails closer to the wind than most other boats. She also outsails many larger boats square downwind or on a broad reach, using the double headsail on whisker poles and the staysail, exposing 290 sq. ft. of sail area. However, on beam reaches she sails more in accordance with her water line length.

The prototype is now a mature and extremely well behaving proficient lady, she provides a great comfortable 14' racer/cruiser for single handing or a crew of two. She is equipped with two 9' berths, head, Seacock stove, a nice stereo system with two three-way speakers and a VHF operated by a sun-charged gel battery. There is even a wine cellar in the keel trunk.

What's next? I have a vision that a 14' offshore class could be something for the future. Plywood designs will fit fine. I will suggest that an open "Offshore 14" class be established. Including *So-Du-It!*, of course, the catalyst for the "Offshore 14". The class rules, in addition to safety rules and equipment, will basically include the following:

Max. LOA: 14'. A minimum vertical measurement inside the cabin, using *So-Du-It!* as an example, to prevent designers from design boats with only crawling space. Materials: All hull/deck panels and superstructure, such as bulkheads, have to include plywood (to make it easier for amateur builders. It could be cold molded, sheeted panels, lapstrake, etc.). No material with higher density than lead will be allowed. A maximum of 100 liters of water ballast on each side (about 228lbs salt water).

Measurements will include a righting test, with the masthead pulled down to the water surface and attached to a 40lb submerged weight, with the mainsail hoisted and the water ballast in the least favorably position. If the weight increases the heel, the boat fails the test. The boats have to be easily ramp launched (no hoist) and rigged from a trailer by one person, within one hour (that takes 30 minutes with *So-Du-It!*). No other limitations. Mother

Nature takes care of the rest, don't ever try to beat her.

Boats will race in two classes, racing or cruising, or maybe sail together with a handicap between them. *So-Du-It!* in her present configuration with no water ballast etc. will typically be sailing in the cruising class.

This is the time for you amateur designers, builders and others, to try your skills, designing and building a boat for the big track, or just for camping.

For more information about complete rules, which are still in the drafting stage (as of Dec. '94), please contact me. Or if you have some good ideas, give some input. I have some ideas of how an "Offshore 14" boat will be designed and I am willing to share them with anybody interested. Sharing of ideas will be encouraged and skirted appendages etc. will not be allowed.

I am also working on a new design for

the "Offshore 14" concept. It will be designed for plywood, stitch and glue, and I am experimenting with some new, very inexpensive and extremely strong and light plywood composite materials for that purpose. Plans could be ready by February, '95.

In the meantime I will enjoy *So-Du-It!*, and probably take her for a spin down to Mexico for a few days, during the winter, Hawaii has to wait, I don't have the time.

To get plans for *So-Du-It!*, contact Jim Betts, P.O.Box 1309, Point Pleasant, NJ 08742. And you guys out there, with the plans already on hand, please do something!

Nils Andersson, 8956 Harness St. Spring Valley, CA 91977, (619) 697-9537 (home), (619) 463-0579 (work), (619) 463-2105 fax. Member of the Southern California Small Boat Messabout Society (SCSBMS).



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Boat of Barter... Labor of Love

By Andy Petrisko

It began long ago even before I went sailing in college with five other college buddies. Tim Carrigg, John Pestian, Dan Wright and two others, write if you can guys. We spent a week on the Chesapeake on a 38' Seidleman (at least that's what I can remember). I have long since lusted after my own sailing vessel. That was 1983, it is now 1991. This year to make ends meet, I found myself working for an air conditioning company part time. When I first pulled into the parking lot of the warehouse, there she sat; a beautiful blue shell of what was once a fine sailboat.

Hell bent on owning this hull I soon struck a bargain with the property owner, who it seems took the boat for rent back in the 70's. The boat had sat there since then, on the flat tired trailer. The inside was quite a sight. It was full of water and somehow I saw this as good! The mast was broken, the sails were non-existent, the wood had long since rotted away. In addition to all the aforementioned minor problems, it had become a convenient spot for tossing empty cans, bottles etc. Yes, I still thought she was beautiful and could be salvaged. But first I had to make good on the deal for her hull and trailer.

The deal I had made was to make a wooden cooling tower for the owner. After one month reminiscent of wood shop, which I never took, but with my son's help and my wife's patience, the tower was complete. I was the proud owner of a blue hull filled with water and garbage that sat on a dry-rotted, flat tired trailer.

Little did I know that my labor had just begun. Towed her to my house, after replacing bearings and reinflating the trailer tires. I first "drained" out the semimuck liquid that resided in her hull, sifting carefully for any hardware that might give clues as to how to redo the wooden parts.

Several weeks or months went by (it's now 1992), and the cleaner I got the fiberglass the more I noticed some cracks, especially around the daggerboard casing. I continued making the wooden daggerboard and began talking about it at work. One of the men I work with said his brother was into sailboats and that I should talk to him. I couldn't have asked a

better, more experienced sailboat wizard than David Guiley. David was brutally honest with me and told me that he hadn't seen this thick fiberglass for a long long time. David also suggested that we take out the daggerboard case and make it a pivoting centerboard. Hopes of ever seeing my sailboat in the water quickly waned.

I agreed with David, better to do it now, than have to do it later. So arose a myriad of questions. How should I go about it? What material to make the centerboard of? How to make the centerboard casing?

Through some miracle David agreed to look at the daggerboard casing, and as fate would have it my boat would spend the whole winter in David's garage. David removed the old daggerboard case and I sanded. We spent days on a sail plan after David had reglassed the entire inside bottom of my boat. We must have cut and clipped those paper sailboats forever.

I had only one clue as to the history of the boat. The nameplate said it was made by Wesco Marine Co. I called, no Wesco. Catalina Yachts CEO Frank Butler said that was his first company and that he still had the mold for the boat I was restoring. After I had seen pictures and corresponded with Mr. Butler he sent me information that indicates my boat to have been a 1963 Super Satellite.

My next biggest task was to find a centerboard that was approximately 4' long and 14" wide. What material? Stainless preferably; but do you know what a chunk of stainless like that would set me back? So, I said a little prayer and it went like this "Thanks Lord for the boat but how do I get a centerboard?"

Prayers do get answered, a knock at the door one day proved that. A gentleman introduced himself as the brother of a neighbor. I had fixed a washing machine for his brother. He had a similar problem and wondered if I would look at his washer. At the time I was reluctant to say yes, but did anyway. Guess what this man did for a living; you guessed it; worked for a company that dealt with various types of stainless! I found this out only after fixing his washer, I replaced the water pump and belt.

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He asked me how much he owed me; that's when the bartering began. Needless to say I became the proud owner of a sheared off piece of stainless.

David by this time had designed and fiberglassed a centerboard case. Then we had to mark and cut through, I say again with anguish and fear, cut through the hull of the boat! This made way for the new 4' long centerboard casing. David and I then marked on the piece of stainless the shape we wanted. I asked our welder at work what cuts through stainless without warping it. Plasma-arc was the answer but who in the world did this type of work or had this machine. Lee Oeding, that's who; and for a reasonable amount plus the promise of a boat ride (I told Lee it might be a while). This completed another phase of rebuilding.

Even though I had to shorten the mast, sails were needed, we knew approximately what sizes and the types needed. I drafted a letter requesting listings for used sails. Since I am a rookie and have no need of new sails every year, this seemed to be

the best way to get sails. We looked over a list or two and had circled several. Now how to drum up the funds.

My mother-in-law had mentioned to my wife that she would have liked to have gotten the vaulted ceiling painted before the carpet men came tomorrow. I heard this and decided that she needed her ceilings painted. That evening stretched into wee hours of the morning. By the time we (I enlisted my wife to assist) finished, both the living room ceiling and converted garage ceiling were freshly painted white. When Mom asked what can I do for you, I had the perfect answer. Use her credit card to order the sails David and I had selected from Bacon and Associates used sail list. Somehow I feel like I owe her another ceiling or two. The boat of course was still at David's house, we hoisted the sails. She may have been on the trailer but it felt good seeing the sails fill with even the slightest breeze. Speaking of breeze, time has blown by us at gale force, it's now 1993.

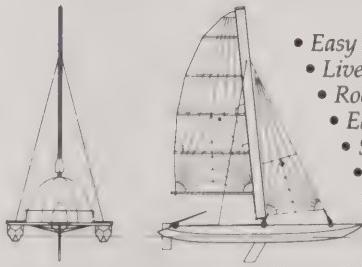
I have gone as far as to pick out the

new paint, but I still need to finalize (or at least rough in) the rigging for the boom. If she makes it to the water this year it will be with a makeshift rudder, temporary boom rigging, no paint job, and no rub rail. The rub rail had been removed to rerivit the seams. David also reminded me that I may need a skeg on the bottom for better CLP (Center of Lateral Plane) and for ease of trailer loading and launching.

Well, we had long ago picked out a name for my beautiful blue hull; *Tee-Squared* which stands for more than one set of rs. *Trisko's Treasure* or *Terri's Trouble*, this sort of sums up things. My wife of course refers to herself as the Sailboat Widow. Another gust of wind and it's now beginning of summer 1994. My father-in-law bought me a sail boat shirt the other day and asked how far along the boat was; my standard reply now-a-days is, "Further along than when we first started." The boat now takes up part of my driveway. We have begun to rig her out.



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Rowing With the Vikings

By Barry Donahue

Left: Pete Corbett and his family leaving the landing on the Childs River in Mashpee for the Washburn Island Campout. Pete built his Lowell's Coast Guard dory in just three weeks in order to be ready for the event.



Steve Woll and his family at the Blessing of the Fleet in Provincetown.

Over 50 boats turned out for an event sponsored by the Friends of Meetinghouse Pond in Orleans, including many of the Vikings.



The Cape Cod Vikings had another full year of rowing activities on and around Cape Cod, Massachusetts, with highlights including the Washburn Island Campout and the Row to the Rock. Herewith a few photos I took at some of our outings.



On the beach at Washburn Island.



On the beach at Provincetown.

Some Vikings trying something new at an event in Hyannis.



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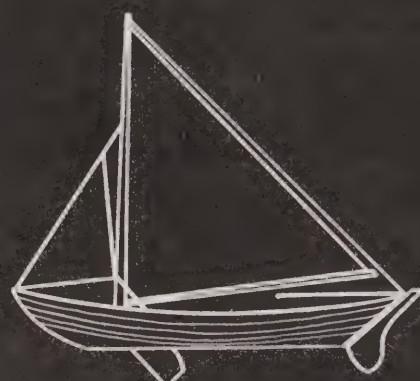
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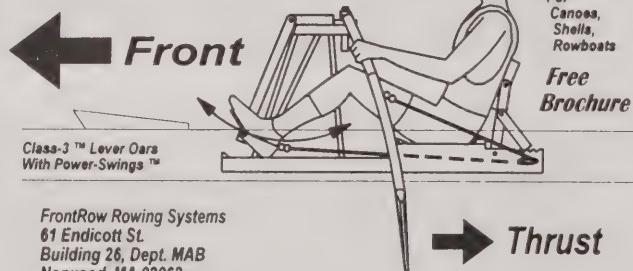
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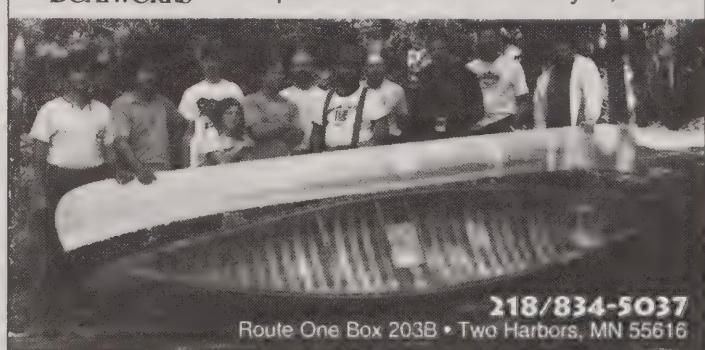
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Nothing is Easy in India

By Dick Newick

Editor Comments: Multihull designer Dick Newick of Kittery Point, Maine, went off to India last fall on an Indian government sponsored project to teach Indian boatbuilders how to build efficient sail powered craft for their fisheries, as the fishermen cannot afford to own and run the modern outboards they rushed to adopt in the 1980's. Dick comments as follows in a letter mid-December:

"We are working with twelve Indians to build a strip-planked 26-1/2' lug rigged proa which will be launched in mid-December, just in time, I hope, for a week or so of intensive seagoing testing before I return to Maine. We are trying to put together an outfit here that can continue with innovative boatbuilding ideas after we depart. Nothing is easy in India, it's been a fascinating experience. I haven't worked this hard in years.

Present off-the-beach boats (see photos) are beautiful double-enders that went from oars and sails to kerosene burning Japanese outboards about 12-15 years ago. The fishermen love the speed and convenience but cannot afford to pay for motors and fuel now. When I was here 30 months ago the biggest boats, over 60' long, used two 10hp motors, now they are up to two 40hp units.

Winds here, except in the southwest monsoon season, are quite light. They have never experienced the pleasure of really efficient sail but we'll try to show them what's possible given what we have to work with in terms of wind force and sail fabric.

Present boats are lashed together with cocoanut fiber which needs replacing every few years. We are rebuilding a small boat using epoxy, and the shop here will build two 32 footers after we leave using their usual anjelli wood, hand sawn by a few itinerant contract sawyers who are incredibly hard working and efficient. They follow the contours of a log for the absolute minimum of waste and no cross grain. We bandsawed the wood for our proa using modern equipment and had many problems. I'm probably learning more than I'm teaching!

Overfishing, just as in Maine and many other places, is also a serious problem with destructive modern practices destroying the long term viability of the industry. But, that's a political problem and the chances of solving it appear to be sadly remote, both in India and in Maine.



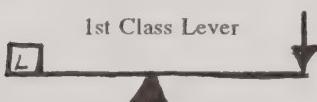
About Those Levers

Just got the November 15th issue and I see in it that Ron Rontilla has an informative article about his forward facing rowing rig. I saw this outfit in action at Southwest Harbor and was very favorably impressed.

Mr. Rontilla's discussion of levers caught my eye. Being an old science teacher, though, I had to dash off the following "lesson".

Let's review the three classes of levers.

1st Class Lever

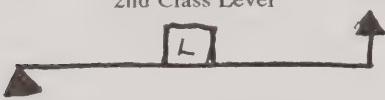


Fulcrum between load and force.

Example: Seesaw (load and force interchange).

MA (mechanical advantage) near zero to very great.

2nd Class Lever

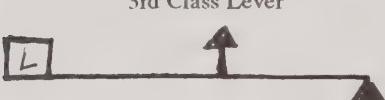


Load between fulcrum and force.

Example: Wheelbarrow.

MA greater than one.

3rd Class Lever



Force between fulcrum and load.

Example: Arm, leg.

MA less than one.

Now, to the case at hand. Consider the traditional rowing boat. Ron puts the fulcrum at the rowlock. Well, it certainly looks like a fulcrum doesn't it? But what is the load? It's the boat methinks. Can the fulcrum be on the load? Turn this one over in your mind a bit. When you've got that straight, consider a sculling oar over the transom.

Things don't always work the way they seem at first glance. Some years ago, I decided to tidy up my installation of Martin Oarmasters and so I made a nifty molding to hold the rig. On the customer's first sea trial the base came loose. I had securely blocked it to prevent movement, but in the wrong direction! Sometimes it pays to conduct a rigorous analysis, or at least give it a second thought.

Jim Thayer, Collbran, CO

White Cap Info Wanted

I recently purchased an Old Town White Cap, a 13-1/2' lapstrake sailboat. Old Town has no information on its construction or interior layout, information I need for its reconstruction. I would like to hear from anyone with such information, perhaps I could even visit to take measurements first hand.

Ed Somers, P.O. Box 943, Wells, ME 04090, (207) 985-8614.

Techniques, Tools, Materials: Your Ideas & Needs

Sea Eagle Assistance

Once again I am in need of assistance from you and your readers. My problem is this. I have a Sea Eagle inflatable which I have enjoyed a great deal over the past several years. It was originally purchased for use as a tender, but has been used for river running and exploring the shallows of salt water marshes, as well as general messing about on the pond where my son lives.

However, time has taken its toll, and it is in need of some repairs which are a bit beyond my abilities. Consequently, I wrote to the Sea Eagle Division of Harrison-Hoge Industries for instructions for shipping, and my letter came back stamped, "Forwarding Order Expired. Return to Sender". I know that there are other firms which might repair this SE-8, but I would prefer to deal with the original manufacturer if possible. Can anyone tell me how I can contact the Sea Eagle Div. of H-H Ind? I don't even know if they are still in business. Obviously they moved from Milwaukee; but when and to where is the mystery. Any help will be greatly appreciated.

Neil Folsom, 251 Temple Ave., Old Orchard Beach, ME 04064, (207) 934-2309.

Really Good Rowing Craft for Scouts

My interest in boating began at a Boy Scout camp in the 1930's. I keep up an interest in the place and do what I can to help it teach today's young people how to live. Their "rowboats" are wide-stern aluminum outboard skiffs that row like logs. I'd love to help them enjoy a really good rowing craft such as a dory, wherry, etc. Does anyone have such a boat they would contribute? I can do wood and fiberglass work and could fix up something needing general but not extensive work. Please send written description and a photo if possible so I can size up what might be offered.

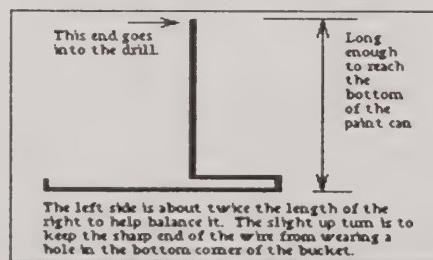
Bob Whittier, P.O. Box T, Duxbury MA 02331.

Bow Saw Mill & Log Squeezer Needed

I have seen those two man chainsaw mills sawing out planks from big oak logs, the rig riding on a pair of rails on top of the log and the chain driven by chainsaw heads on both ends. I sure wish someone would make something similar using geared down electric motors on each end driving a single bow saw blade back and forth, as the biggest bow saw blade can handle ordinary size logs okay. The need exists to also cut knees as well as planks, and curved timbers too.

I read in a woodcarving magazine how a man strapped a log with bolts and cable and kept tightening them as it seasoned and wound up with only one small check in the log. It seems to me that using a hydraulic tightener would be automatic and would save a lot of good hardwood from the stove or dump. So here's a second wish, this one for a reasonable log seamer using hydraulic tightening.

Jim Hodges, Wilmington, DE.



Polytarp Sail Successes

It was with keen interest that I read Jim Michalak's article on Polytarp Sails in the November 15th issue.

This past spring my wife Anne and I built a Bolger Windsprint as a demonstration project at the Maritime Museum of the Atlantic in Halifax, Nova Scotia. We decided that our 113 sq. ft. lugsail would be blue polytarp after a local expert, David Pryor, assured us of how easy and inexpensive this sail would be to make. He was right! We made it in six hours for 10% of the cost of buying a dacron sail. Dacron is stronger and lasts longer, but, if you are only using the polytarp sail a few dozen times a year....

Our method was similar to the article except we didn't fold a seam or sew a stitch! The sail was cut in a single piece to the exact size called for (no seams to fold), then washed in soapy water to remove the oily protection that stops tape from sticking. Using 2" duct tape, we applied it to both sides of all edges, corners and reef points, install the grommets and were finished. As seen in the photographs, the many layers of overlapping tape in the corners create strong grommet points.

We raced our Windsprint, fitted with this sail, at the Mahone Bay Wooden Boat Festival here in Nova Scotia against Stan Blake's dacron sailed Windsprint from Maine. After four races in everything from becalmed to strong gusty conditions, we each had two first places and a lot of fun. We could see no difference in performance.

Ryerson Clark, Halifax, NS.

Right from the top: 113 sq. ft. poly-tarp lugsail, duct taped, not sewn. Closeup of the peak, one layer of duct tape each side creates strong grommet point. All corners and reef line points are the same. Closeup of a reef point, two 2"x3" layers of tape each side.

Wayfarer Whereabouts?

I would like to contact the Wayfarer Dinghy Association if there is one. Can anyone direct me to them? Call me at (617) 354-7913 if you can. Thank you.

Allyn Bradford, Cambridge, MA.

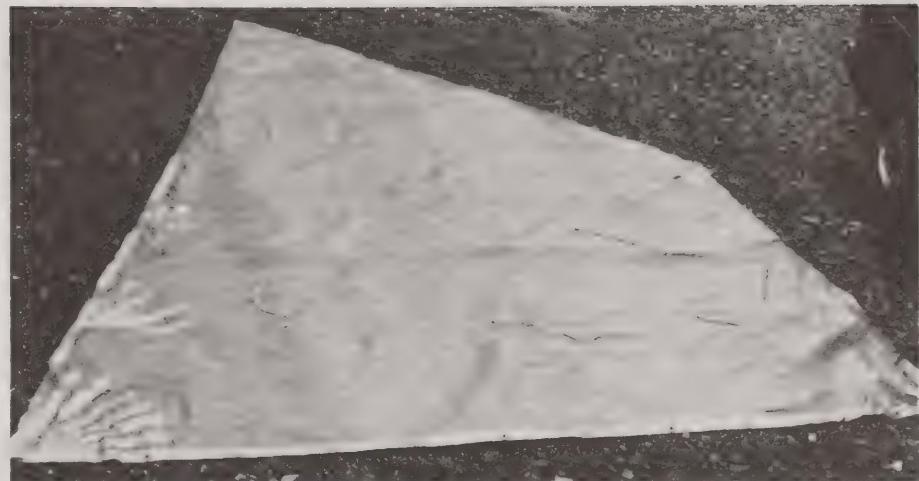
My Poly Rigged Nymph

I rigged a split lug rig to my Phil Bolger Nymph. At the time of rigging it I had no picture to go by, so I designed my own. First I added a bowsprit and a cutwater to *Snoopy*. Then I made the rig using plastic tarps for the sails, and 3/4" pvc pipe for the boom. I added a boom later to the fore-sail.

How did it perform you ask? Well sailing off the wind *Snoopy* would move! Tacking was a chore in tight quarters, but once she was set, she was on the move going well and would drive the gunwales under in a breeze. Running I just couldn't release her bowsprit, I know, I should have made it so I could have gotten it perpendicular to the boat, as a square sail. But I didn't. So running I did not go very fast. Rigging every time to go for a sail was definitely a chore.

I'll tell you this, though, if I ever get a sailboat big enough to leave in the bay, I'd make an efficient split lug, providing it had no rig to begin with.

Daniel Taylor, Olympia, WA.



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Hand tools are the backbone of any tool kit. When the power goes off or the cord won't reach, hand tools are all you have. Of course, for many tasks power tools just are not needed or appropriate.

Tools can be put into categories by function. Some work by applying torque, others impact. Some abrade or otherwise remove material and some apply pressure. It is a valuable tool which can cross lines and function in more than one area.

To my mind the most valuable and versatile tool of all is the Vise Grip "plier". Accept no substitutions. Use genuine Vise Grip brand. I've bought from far eastern imports to Sears Craftsman. All have proven woefully unsatisfactory. They rust. They twist out of shape and literally come apart when real force is applied. You look at the bent remains and realize that you would not own a free replacement were it delivered by the president of the company himself.

Real Vise Grips provide a second pair of hands, an uncomplaining assistant to hold a bolt head while you tighten the nut from the other side of a bulkhead. They tighten a lagbolt better than a properly sized wrench will do. They grip a screwdriver to give shaftbreaking torque if that is what's needed. They will even grab the screwhead itself if no screwdriver is available and you are not in position to be particular about the final condition of the fastener. I have used them to shear sheet metal and crush tubing. They will hold onto a bolt or nut while you hammer on their handle for ultimate torque. They even make a pretty good hammer, suffering no damage in the process. Use them to pull out nails. Clamp things while the glue dries.

Buy genuine Vise Grips. Buy two pairs, large and small. When the epoxy and other goop builds up too thick, soak them in paint remover. Vise Grips are great, but keep a sharp eye out, someone will surely steal them if you don't!

The remaining contents of my tool box are pretty conventional. I have by count eight screwdrivers, although the number varies as some are lost over the side and replaced by purchase in a store or at the occasional garage sale. Three are Phillips and the other five are regular flat blade types. Two of the flat ones are oversize which makes them especially good for prying while the others are four to eight

Boat Work

By Scott White Hand Tools

inches long. These not only drive screws but make fair field-expedient punches for driving nails that last millimeter or two into the wood.

Besides my precious Vise Grips I have several pairs of pliers. The Channel Locks get more use than the big electricians pliers and the needle-nose come into their own when splicing rope, they are ideal for reaching between strands to pull a recalcitrant one through for a final tuck or two.

I have a mixed bag of open end wrenches, portions of three or four sets which I've acquired here and there, mostly from the occasional garage sale. It is worth having a bunch of these since I use various size lag and conventional bolts and a wrench which is both slippery and sticky from epoxy resin is very easy to drop over the side.

Files are nice to have. I've round and a flat ones that I use for small jobs on bits of metal here and there, plus a couple of old worn ones for spares. The most useful file I've ever seen is a sort of combination rasp, as I think of it. It has a flat and a rounded side with medium file teeth at one end and sharp rasp teeth on the other on each side. This tool will remove a lot of material fast to shape a piece of wood and then let you smooth down the result, ready for sandpaper (if you're finicky) or painting (if you're me).

I have the better part of two sets of socket wrenches with a good old ratchet handle but these see very little use except for work on my Seagull outboards and my car. I do not often do anything for which a standard wrench or a Vise Grip will not serve as well and I would rather not risk having the little sockets rolling overboard.

I get by for hammers with a standard inexpensive carpenter's claw hammer for the most part. A wooden handle one lasts three or four years and then invariably meets its end when the handle breaks off right at the head while removing a large ring nail from something I've fastened backwards or prematurely. For heavy duty pounding at those times when I really want something to move, I have a half of an old

ballast block. A chunk of lead perhaps 2" x 2-1/2" x 5", this is held without any sort of handle and its massive inelastic impact gets results. I have never needed to use a full sized block, when I hit something with this something always gives. It also makes a useful backing block which can be held behind an unsupported or poorly supported piece into which a nail or two must be driven.

My collection of drill bits fills an 18 ounce plastic peanut butter jar. There are duplicates and more in the smaller sizes from 3/64" up through 3/8" and a couple of the big 1/2". I do not always look at the measured diameter of a bit, usually just picking one a little smaller than the screw or nail for the bottom hole and one a little bigger for the upper piece. I've a spotty collection of those flat bits designed for wood only. The 1/2" and 9/16" are, along with the 1" and 1-1/4" for over size holes, used the most. There are a few times when my two extra long 12" bits are invaluable. These, in 1/2" and 9/16", combined with a 12" extension let me drill the holes for long 1/2" threaded rods which re-inforce my cabin.

The last and most specialized tool I will mention is the hole saw set. This is good for the through-hull holes I need to make and came in handy while I was making holes to pour in my flotation foam. A handy item, it spends most of its time in storage in a ziplok bag, and while I could get by without it, I'd rather not.

A final word on saws. You may have noticed that I have not mentioned hand saws. I own a little one for wood which I never use. I also have a hack saw. This I use a great deal. In addition to its metal cutting tasks it will trim wood or lop off the odd piece of scrap when it is not worth the time to get out the electric saw. Always use the expensive high speed steel blades, they are not all that expensive, a couple of dollars each instead of two for eighty-nine cents. I have spent a half hour and used up three cheap blades cutting through a piece of 1/2" stainless steel rod when five minutes with a high speed blade would have done the job. A couple of cuts will pay for the good blade and you will still have it in the saw twenty-five cuts and six months later. It is a false economy to save on hacksaw blades. It is also a lot more work. Get good ones.

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Singlehanded Rollover

By Roy Terwilliger

I'm feeling guilty! Earlier this year I asked readers for some ideas on turning over small boats singlehanded. I had some replies, but I failed to acknowledge them, so I'd like to take this opportunity to thank Phil Hendrick, Jim Hodges, Herman de Boer, Peter Vanderwaart and David Carnell for their suggestions.

What I finally wound up with was a system devised by Roger James for turning

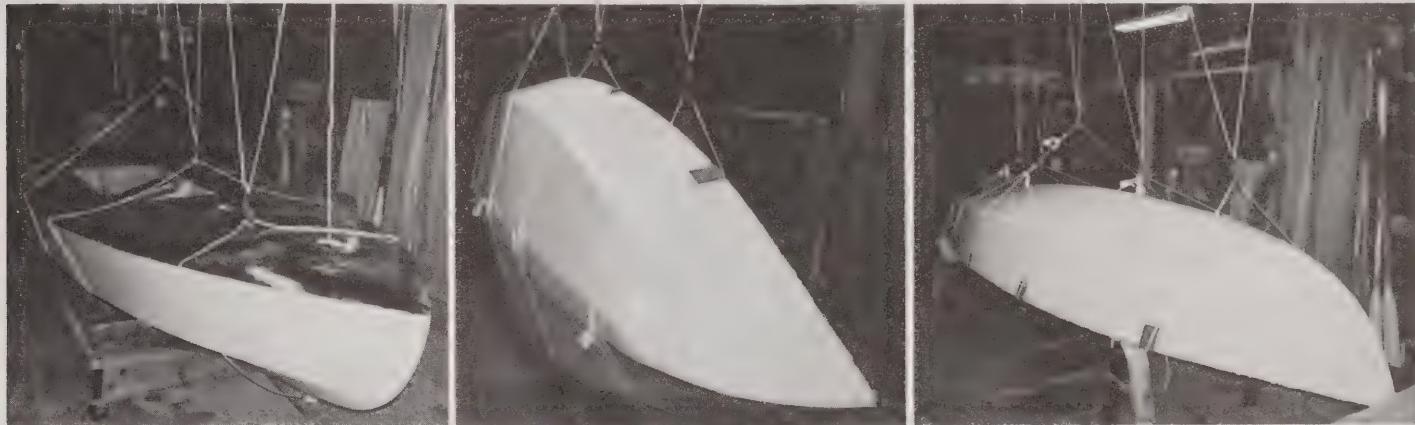
a Penguin shown in an earlier issue of *Messing About in Boats*. The system uses five lifting lines in a sort of "cat's cradle" arrangement. It uses two sets of pulleys connected by an s-hook at each one of the lifting locations. One set of pulleys is used to raise the boat, and the other set is for turning it over.

These photos show this arrangement and the various phases of turning over my Snipe, which weighs about 300lbs. The first time I did it my "heart was in my throat", but the second time it was a "piece of cake". The boat wanted to stand on its side so I had to help it get started, then

control it as it rolled on edge, then help it go the other way to complete the turn. I put some cardboard at the sheer to protect the new edge of the deck plywood that did not have the rubrail installed.

If I were to do it again I would probably use larger blocks and line to reduce the friction. My next attempt will be with a Beetle Cat which is shorter, wider and heavier. It may take some mods, but I think it will work OK.

Roy Terwilliger, 105 Church St., Harwich, MA 02645.



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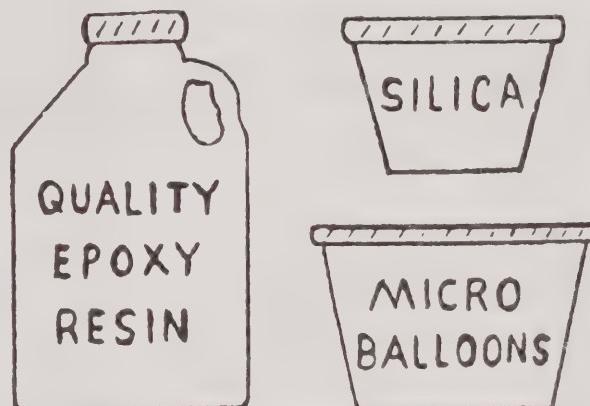
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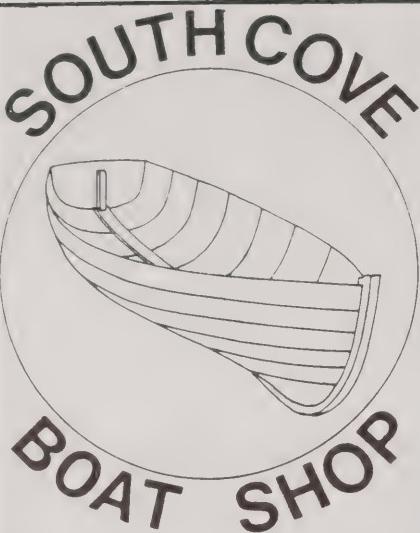
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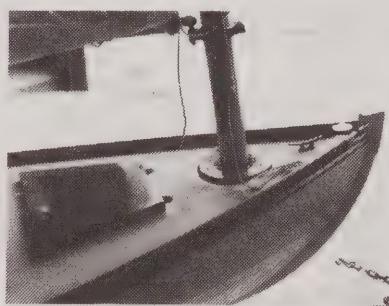
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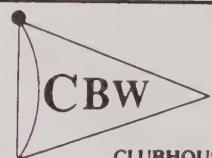
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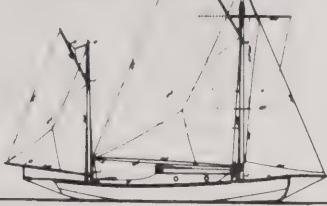
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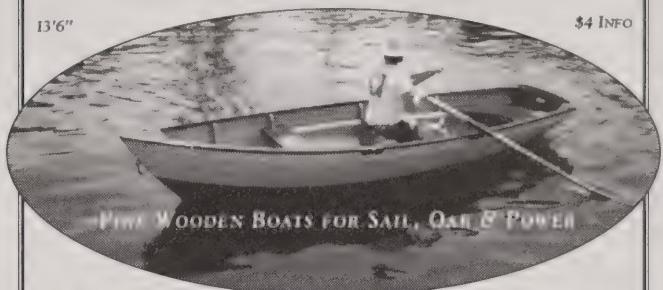
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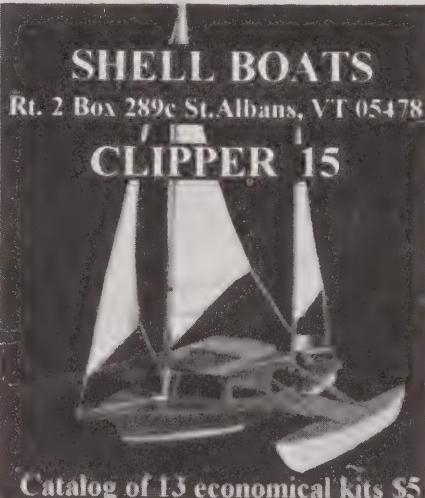
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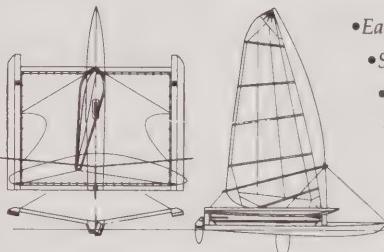
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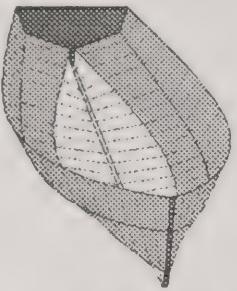
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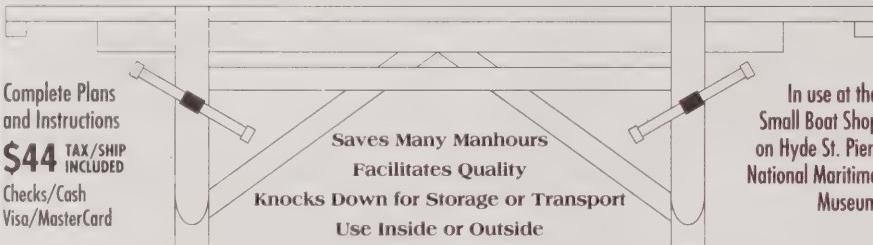
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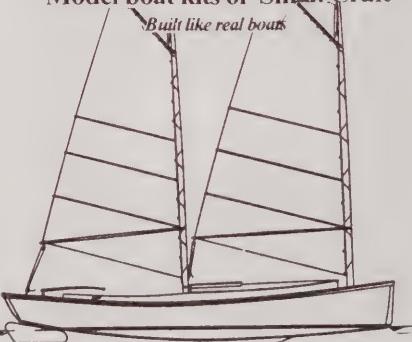
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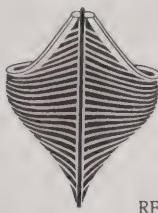


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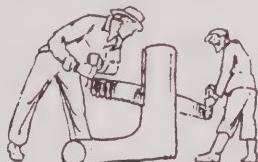
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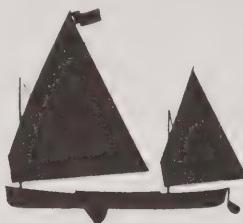
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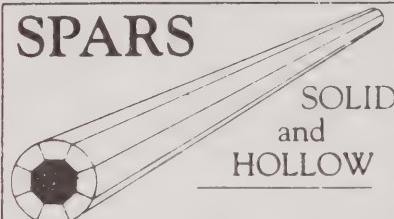
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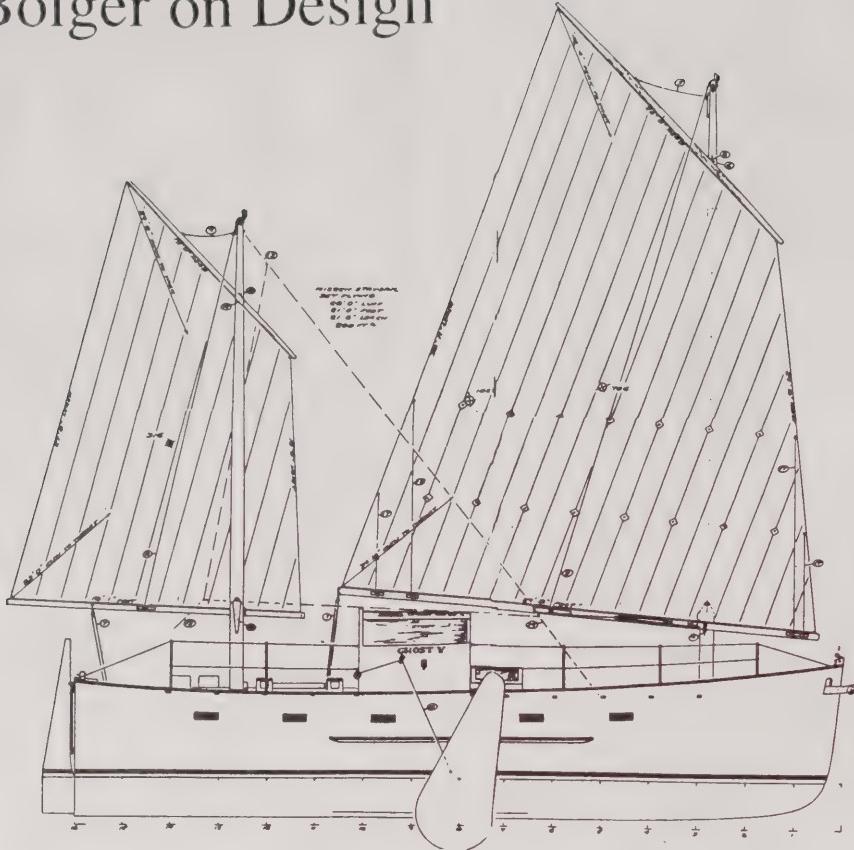
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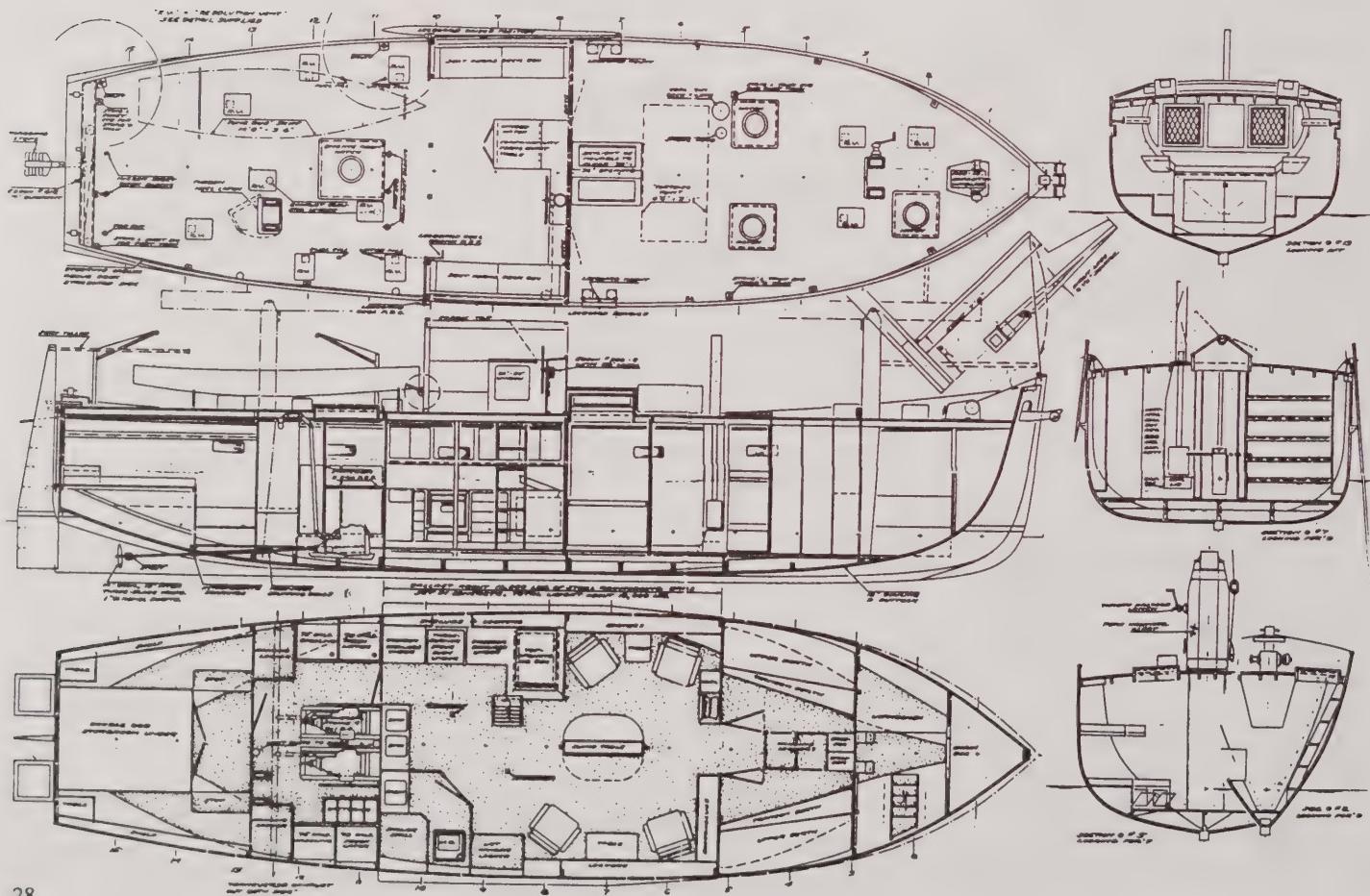
Bolger on Design



Auxiliary Lugger

48'0" x 13'0" x 2'6"

Greg Henley of Toronto had me design this big leeboarder as a permanent home for his family. The concept turned out to be too ambitious and he finally got away in a much-simplified version which retains the full-breadth midships bridge and general layout. She was not supposed to be expensive for her amenities in the first place, with inside concrete ballast and straightforward structure, but twin screws, folding masts, leeboards, cold-molded hull, and the joinerwork shown, all add up. We're working on a somewhat similar boat now, but she's a straight power boat with a huge saving in cost and complexity by doing away with the sailing capability. She will be able to carry a sailing dinghy.



Classified Marketplace

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Sunfish, brand new in box, \$1,400. List is \$2,195. CHUCK FLETT, Knoxville, TN, (615) 690-6416. (18)

12' Flat Bottom Kayak, for protected bays & sounds, 3mm ply, ltwt but strong, \$250. **15' Rowing Skiff**, 3 stations, cedar on oak, traditional, pretty, stable, \$350. **26' Chris Craft Sea Skiff**, '57, cuddy cabin, twin 6 cyl Model K engines. Sound hull, in water, nds engine work, \$400.

NICHOLAS CHIEPP, New Haven, CT, (203) 777-2218. (18)

14' Beachcomber Bateau, sail/row/paddle, NOS, \$1,495. **12' Gazelle Sabago Boat**, sail/row, disc model, new, \$1,195. **12.5' Aquacat**, new '93, list \$2,495, sell \$1,995/BO/trades. **Aqua Finn**, new '93, easy fix hull damage, all else perfect, list \$1,795, sell \$999. CAPE ANN SMALL CRAFT, Gloucester, MA, (508) 281-6530. (18)

18-1/2' Cape Dory Typhoon, '78 Weekender model, exc Bristol cond, '85 Awlgripped topsides, '86 4hp Mariner OB, roller furling genoa, single line reefing main, cruising & reaching spinnakers, alum trlr, compass, Danforth anchor, full cushions, fenders, etc. \$4,750 OBO. RICHARD BERMAN, Portland, ME, (207) 772-3225 days, (207) 799-6412 eves. (18)

26' Sailmaster Sloop, *September Song*. Interior redesigned & blt for extended cruising. Atomic 4 in exc cond, roller furling, tiller pilot, cradle, trlr. FREDERICK SMITH, Worton, MD, (410) 348-2151. (18)

13' Chrysler Privateer; FG day-sailer w/full liner-flotation chamber; suit 2 crew up to about 350lbs total. Exc cond sails as new; main has one jiffy reef; mahogany dagger board, FG kick-up rudder; s/s rigging; acrylic rain cover; tilt-launch trlr w/all-new wiring and lights. \$1000 or trade for gd Model 170 or newer Seagull OB. ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880, Fax (905) 676-8878. (18)



18-1/2' Maine Guide Canoe, blt '32, well cared for, gd shape, make offer. MIKE FORNEY, Chestertown, MD, (410) 778-2455. (18P)

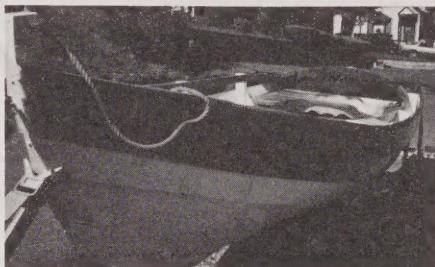
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Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy please type or print clearly your ad copy. Mail to "Boats", 29 Burley St., Wenham, MA, 01984. Please no telephoned ads.

(Starting with the August 1, 1994 issue, I have revised the ad format by using bold print for each boat/item advertised to better highlight them for ease of locating your needs.)



10' Chaisson Lapstrake Tender, wooden, 4' beam. Stem, frames & cleats oak, transom, sheer, seats mahogany. True classic, blt '88 by Whittier Voc. Tech boat school graduate. \$2,300.

DON GALVIN, 3 Westford St., Saugus, MA 01906, (617) 231-0710, (617) 233-6214. (18P)

'94 Alden Single Ocean Rowing Shell, white hull, red deck, Oarmaster riggers & graphite oars, all perf cond. Any reasonable offer.

ROBERT MC KENNA, Winthrop, MA, (617) 846-3213. (19)

10-1/2' Pointy Skiff, Phil Bolger design, epoxy coated ext ply. Will make exc tender. Brand new \$450. JACK CURLEY, Saugus, MA, (617) 231-7089. (19)

16' Jinni Daysailer/Campcruiser, Bolger Common Sense design. Professionally blt, 2 yrs old. West System, marine ply, FG construction. kickup rudder & single kickup leeboard. Tanbark sails w/reef points. Lg cockpit seats 4+ adults, slps 2 on raised floorboards. Lg watertight storage compartment fwd. Pictured in Dec. 15, '93 issue pg 22. Fully equipped, ready to go on tilt trlr. Has had vy little use, stored inside. \$2,200 neg, poss trade for sea kayak or stable open water rowing boat. Delivery possible in northeast.

BRUCE LETSCH, RFD #5A, Box 320, Gardiner, ME 04345, (207) 582-7095. (19)

19'6" Lowell 19 Sailing Dory, FG, sloop rig, Sitka mast, decked, lapstrake (mistaken for wood), 9' oars, motor mount, summer cover, winter rafter system, dual axle trlr in fair cond. Fast able craft @ fair price, \$3,000.

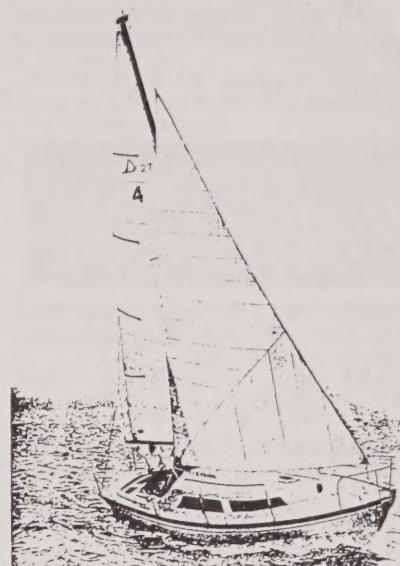
MIKE DRISCOLL, Boston, MA, (617) 437-0446 days, (617) 232-2325 eves. (19)

16' OldTown Canoe, wood/canvas, grt wood been FG, \$695. **Dagger Capper Whitewater Solo Canoe** fully rigged, \$495.

JOHN MARONA, Granby, CT, (203) 589-1844 days, (203) 653-5748 eves. (19)

17' Thistle, wooden, gd hull & sails, nds rudder & rig. On homemade trlr, \$500 OBO or trade. **Beetle Cat**, compl, nds work, \$500 OBO.

DAN GUJARDO, Harwich, MA, (508) 430-0065. (19)



27' Dockrell 27/825 Cruising Cutter, 8' beam, 3' draft, 7,000lbs displ (3,200lbs lead/antimony), 400 sq ft sail area, two cyl diesel IB. Proven shoal draft trailerable blue water sailer. 6' hdrm cabin layout w/ 5 berths in 2 cabins offers superb liveability for extended cruising. New price in '79 \$22,000, today's new price \$55,000, '88 Yellow Book price \$13,800. Asking \$8,300, please make offer.

STANLEY SHAIN, New Bedford, MA, (508) 995-7008 work, (800) 853-2525 lv message. (19)

Winter Clearance Sale: Small Sailboats, 8'-16', new and demos, \$259-\$1995. **Dinghies**, all new, \$199-\$775. **Kayaks**, touring & whitewater, new, demo and rental, over 75 in stock, \$135-\$2520. Call for detail listings.

CAPE ANN SMALL CRAFT, Gloucester, MA, (508) 281-6530. (19)

Old Town Otca Canoe for restoration. New Old Town Guide in stock along w/hundreds of other canoes. FERNALD'S, Rt. 1A Newbury, MA 01951, (508) 465-0312. (19)

Dirigo Sea Kayak, Maine blt for the connoisseur. New cond, unused, extras. Kittery, ME, (207) 439-3045. (19)

18' Herreshoff America Catboat, exc cond w/trlr, diesel engine, wheel sterering, roller reef jib, compl equipped. \$8,000.

H. BAUHAN, P.O. 177, Boyce, VA 22620, (703) 837-1287. (19)

'94 Greenland II Folbot Folding Kayak, 2 seater, vy stable but fast. Exc cond, used 1 season. Accessories: 2 paddles, foot rudder, flotation bags, sail rig, 2 storage bags, 2 seats, 2 Lashtite rubber straps. \$1,400. ALLYN BRADFORD, Cambridge, MA, (617) 354-7913. (19)

Schooner Inc. Benefit Clearance. **16' Swampscott Dory**, decked, carvel planked, wood, vy finely made, ail rig incl, almost new trlr, exc cond, \$3,500. **17' Gypsy Dory**, Phil Bolger designed, gd cond, wood construction, sailing rig, trlr in exc cond, \$1,000. **17' Thunderbird Bowrider**, FG Model Sigma 17, 115hp, '77, ran 2 yrs ago. W/trlr in exc cond, '91, 14" wheels, rollers. Boat & trlr \$1,000. **15' O'Day Javelin**, FG, new sails, recent overhaul, gd cond, \$1,000. **14' Dory**, plywood construction, w/mast 7 sail, gd cond, \$500.

12.6' Sailboard, stable beginner board, Hieniken model, compl w/sails, mast & daggerboard, gd cond, \$200. **8' Fatty Knees Sailing Dinghy**, FG w/sailing rig, rudder & daggerboard, gd cond, \$1,000. **17' Van de Stadt Siren 17 Sailboat** w/cuddy cabin, sails & covers, newly painted & overhauled, gd cond, \$2,000. SCHOONER, INC., 60 S. Water St., New Haven, CT 06519, (203) 865-1737. (19)

14' Pen Yan, mid deck w/wheel, early '50's. Low skill project. Trade for? RON SILLIMAN, New London, NH, (603) 526-9363. (19)

11'6" Classic Columbia Sailing Yacht Tender, custom bld, exquisite detail & quality. Fully equipped incl trlr. \$4,500 takes her. JIM DOOLEY, Marshfield, MA, (617) 834-2979. (19P)



18' Handmade Single Baidarka Kayak. Wood frame/nylon hypalon skin. New. Blt by instructors in boatbuilding course. \$3,000 firm. TED WALSH, Conway, NH, (603) 447-6711 days, (603) 447-3643 eves. (19P)

23' Christian Carpenter Cruising Sailboat, w/trl & OB. Trade for help bldg modest cottage in western NC. KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (21)

Piscataqua Wherry, bld by Pauliotte from museum plans. Cedar on oak, mahogany trim. Gunter rig, red dacron main & jib. 2 sets 7' S&T spoon oars, bronze hrdwre & oarlocks, cushions, anchors, etc. Just refinished and interior oiled. Super cond, rows beautifully. GALV COX trlr. \$2,500 firm. RAY SOBEL, Lebanon, NH, (603) 448-4246. (23)

23' Rob Roy Canoe Yawl, rare classic, exc cond. Brewer designed. Dk grn FG hull, CB, tabernacle mast, gunter rig, 5 tankbar sails, roller furling, bronze portholes, teak trim in/out, head w/holding tank, speed/depth/log, dual axle trlr w/uprights, 5hp Nissan in well. Shoal draft easy single-hander, slps 2. \$15,000. MARTIN BASSANI, 3109 Palm Dr., Delray Beach, FL 33483, (407) 734-0402. (TF)

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BOATS WANTED

18' Workboat, flat-bottom ply in restorable cond, to take 35-50hp OB. HARRIS TIBBETTS, Swampscott, MA, (617) 592-5121. (18)

Alcort Flying Fish, LOA 14', beam 5'8". Chrysler Pirateer, LOA 13', Beam 5'6". In any cond w/wo spars & sails. Detailed descriptions please. ALFRED CURRAN, 119 Sefton Dr., New Britain, CT 06053. (18)

25' Tancock Whaler or 29' Beetle Whaleboat. MIKE FALVEY, Box 264, Gustavus, AK 99826.

GEAR FOR SALE

Evinrude OB, 4.5hp, exc, \$320. ALBERT HABERLE, Noank, CT, (203) 536-6656. (18)

Lobster Pots, used rectangular wooden for decorative purposes only, \$30 ea. Mushroom Anchors, used 100-150lbs. HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (18)

Winter Clearance Sale: Sails, spinnakers, rigging parts, many others for 8'-20' dinghies & sailboats, incl Wood Pussy masts, booms, sails. Call for detailed listing. CAPE ANN SMALL CRAFT, Gloucester, MA, (508) 281-6530. (19)

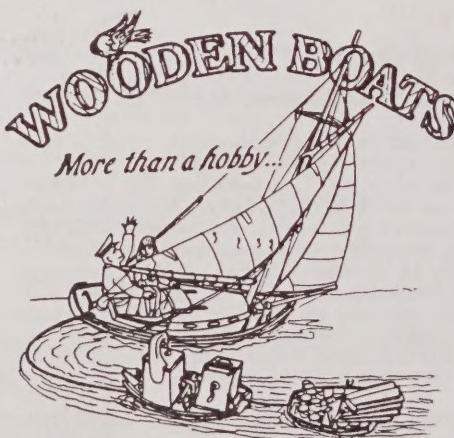
Old Johnson OB, Model #K-75, Serial #226927, mostly compl but missing a few parts. BO or trade for small 3hp OB. J.A. HAVILAND, Shonto Boarding School, Shonto, AZ 86054, (602) 672-2484. (19)



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Decked Sailing Canoe Hrdwre, 1880-1920. Vy serious abt any period fittings for hull or rig. Especially nd any tiller assemblies. DOUGLAS FOWLER, Sailmaker, Ithaca, NY, (607) 277-0041 collect. (19)

BOOKS & PLANS FOR SALE

Messing About in Boats, back issues: Vol 8 #6; Vol 9 #8, #15, #18, #21; Vol 10 #24; Vol 11 #1-5, 14-24; Vol 12 #1-14; plus couple of duplicates. 38 issues total, \$15 +\$3 postage, or trade for RR timetables '55 or older.

RICHARD SIMS, 93 Union Rd., Northfield, NH 03276, (603) 934-4021. (18)

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Small Boat Journal, back issues: #34-72 (missing #55 & #65) plus 5 Boat Journal. \$25 plus shipping (abt 20lbs).

PAT GIORDANO, Olive Bridge, NY, (914) 657-2889. (18)

Fine Woodworking, back issues: #1-100, \$280 OBO plus shipping.

JOHN ERNST, Rochester, NY, (716) 225-9072. (18)

Collector Books: The Ships & Sailors of Old Salem (1912), \$25. Sailing Craft (1937), \$15. Contempor-

ary Books: Boatbuilding Manual (Steward), \$14. A Heritage in Wood, \$6. Knots, Useful & Ornamental, \$6. Rushton & His Times, \$8. Rushton Catalog 1903 (Reprint) \$8. The International Marine Boat Manager, \$5. A Skiff for All Seasons, \$9. The Complete Guide to Boat Kits & Plans, \$5. Boatbuilders International Directory, \$5. The Liveboard Report, \$7. Add \$1 per book for 4th Class shipping.

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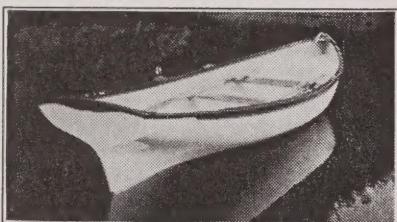
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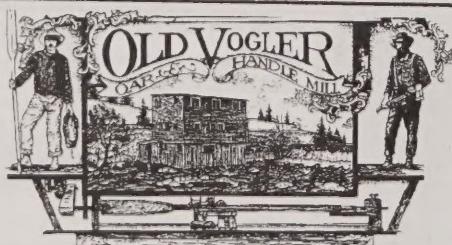


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